

# NATIONAL FISHERMAN

AUGUST  
1957

600 trawlers...  
and all equipped with

## COLUMBIAN MANILA ROPE

During the past six years, no less than 600 shrimp trawlers have been built by Diesel Engine Sales, Inc., of St. Augustine, Fla. And every one of these trawlers, from No. 1 to No. 600, has been equipped with Columbian Manila Rope. Since 1951, Diesel Engine Sales has probably launched more shrimp trawlers than any other yard in the country—its choice of Columbian Rope reflects both expert knowledge and long experience.

Columbian manufactures a complete line of rope for every fishing purpose. Widely used is Columbian Net Rope with a special lay, engineered to stand severe use yet handle easily. Columbian also produces Nylon and Dacron Net Ropes.

For full information on these and many other Columbian Fishing Ropes, write to Columbian Rope Co., Auburn, N. Y.



The 67' Shrimp Trawler MARY CALL COLLINS, built for the Versaggi Shrimp Co. and named for the wife of Florida's Governor, is the 600th shrimp trawler built by Diesel Engine Sales in the past six years.

### NYLON THAT WON'T UNRAVEL!

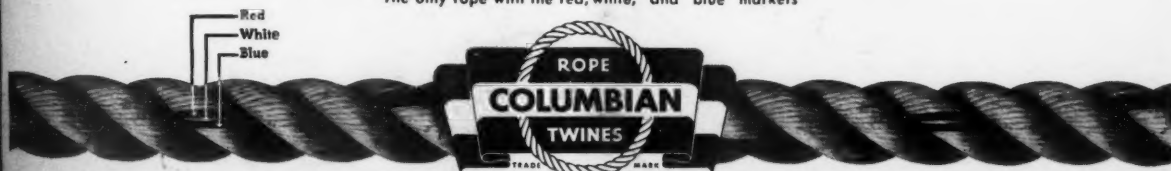
Columbian's exclusive stabilization process, (Patent 2,343,892)

keeps Nylon rope from unraveling when ends are cut.

Easy to splice.

**COLUMBIAN ROPE Company**  
Auburn, "The Cordage City", N. Y.

The only rope with the red, white, and blue markers



## ENGINEER'S FIELD REPORT

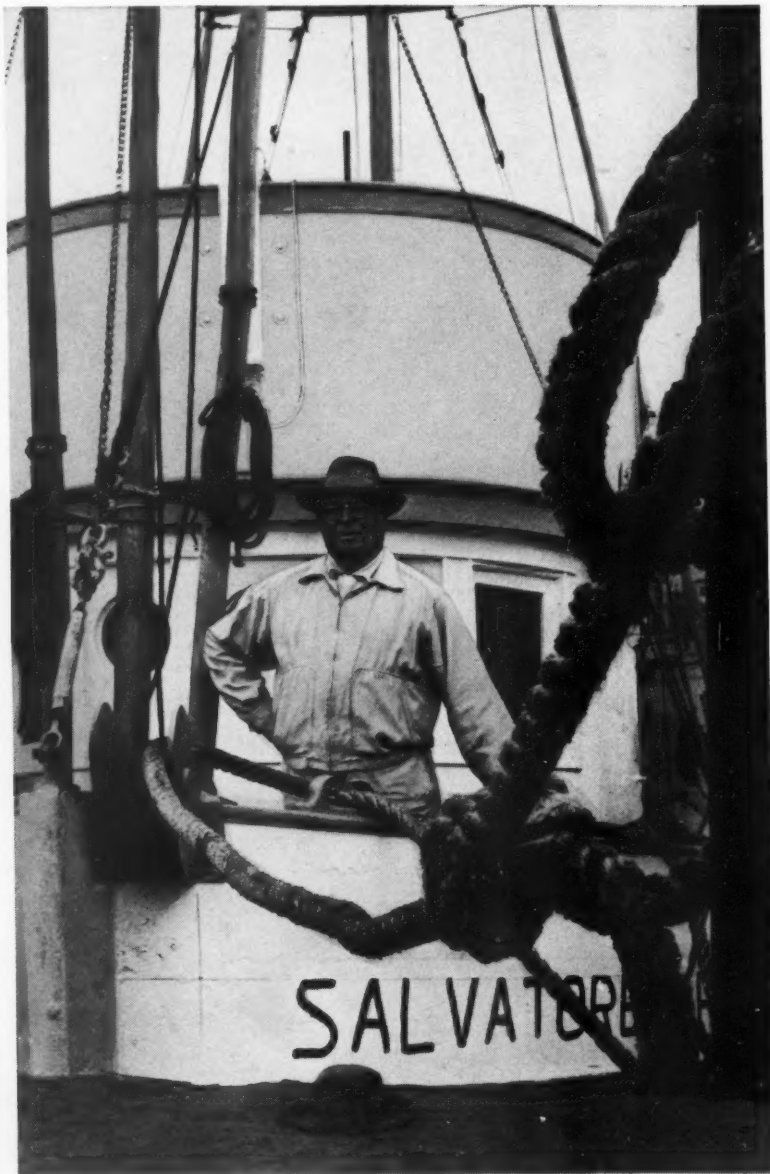
PRODUCT

RPM DELO OIL

FIRM

M/V SALVATORE PADRE  
San Francisco, Calif.

### Original bearings still good after 15 years!



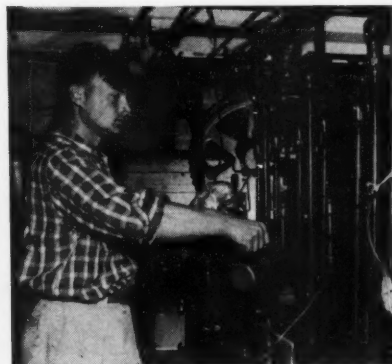
**Mr. Salvatore Piazza,** above, owner-skipper of M/V Salvatore Padre, has operated his 60-foot fishing boat for 15 years—using RPM DELO Oil exclusively. Vessel's 110-horsepower Atlas diesel still has original rod and main bearings. Engine of this vessel has been torn down twice for inspection—only parts replaced were a set of piston rings, installed in 1947. Mr. Piazza says, "This engine is still very clean and smooth running. RPM DELO Oil has kept it that way for 15 years. I wouldn't use any other."



TRADEMARK "RPM" AND DESIGN  
REG. U. S. PAT. OFF.



**M/V Salvatore Padre,** operating out of San Francisco, goes as far south as Mexico fishing for salmon, albacore, sardines, crab.



**Engine Room** is supervised by Mr. Piazza's son. Latest engine inspection showed no carbon, sludge, or deposits of any kind.

**Why RPM DELO Oils reduce wear, prolong engine life**



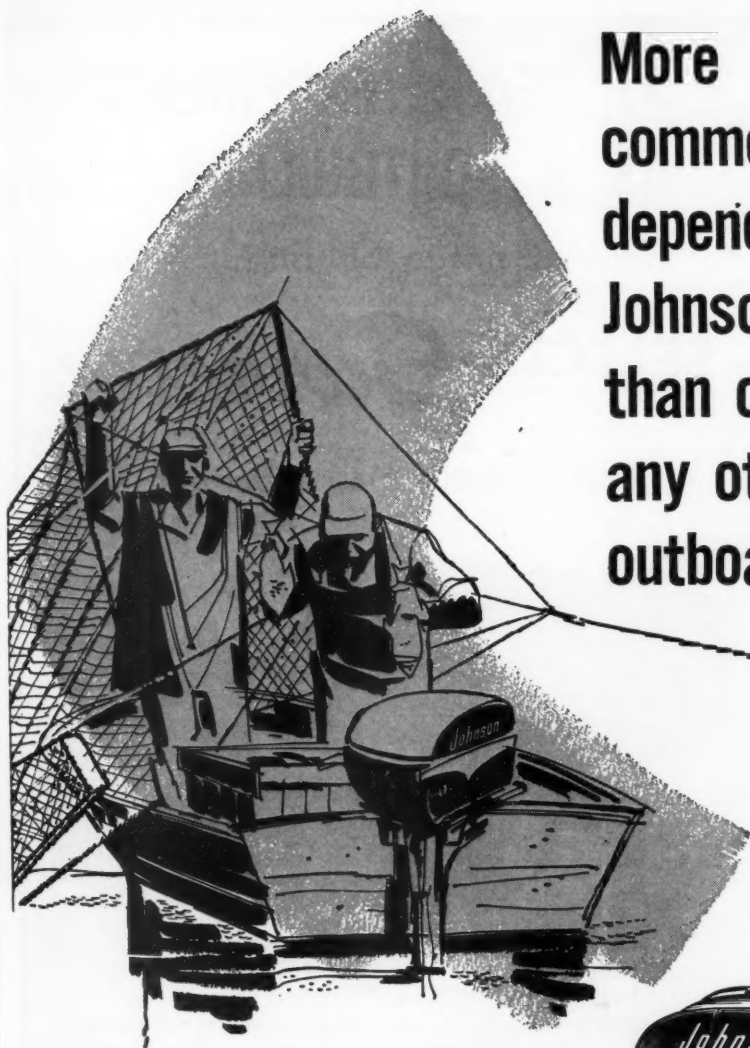
Metal-adhesion qualities keep oil on engine parts, running or idle. Anti-oxidant resists formation of lacquer. Detergent keeps parts clean. Special compounds prevent corrosion of any bearing metal. Inhibitor resists foaming.

**For More Information** contact your Standard Fuel and Lubricant Engineer or Representative, or write 225 Bush Street, San Francisco 20, California.

## STANDARD OIL COMPANY OF CALIFORNIA

# More commercial fishermen depend on Johnson Sea-Horses than on any other outboard motor

*In fresh, and salt water, too, fishermen  
find Sea-Horses are work horses*



## New for '57—"sweetest-running Johnsons ever"

There are two new power classes in our '57 line—with five load-loving Johnsons now delivering 18 or 35 hp. Nine new motors in all, each now equipped with a drive pin saving slip-clutch. And each protected against salt water corrosion, so no flushing is necessary.

Johnson leadership in commercial outboard sales and use stems from one fact . . . Johnson dependability. Hour after hour, year after year, Sea-Horses deliver the goods—at all speeds and under all conditions of load. See your Johnson dealer now. He's listed in the Yellow Pages.

**FREE!** 1957 Sea-Horse catalog, write: Johnson Motors, 253 Pershing Rd., Waukegan, Ill. (Div. of Outboard Marine Corp. In Canada: manufactured by Johnson Motors, Peterborough, Ont.)



### FOR '57! A WIDE AND WONDERFUL CHOICE!

Golden Javelin*	35 hp.	\$625
Sea-Horse 35*	35 hp.	585
Sea-Horse 35	35 hp.	495
Sea-Horse 18*	18 hp.	475
Sea-Horse 18	18 hp.	395
Sea-Horse 10	10 hp.	340
Sea-Horse 7½	7½ hp.	260
Sea-Horse 5½	5½ hp.	230
Sea-Horse 3	3 hp.	155

\*12-volt electric starting (new quick-charging 10-ampere generator with automatic voltage regulator available as accessory on first two models). Prices f.o.b. factory, subject to change. OBC certified brake hp at 4000 rpm (18s and 35s at 4500)

A million Sea-Horse owners will tell you **JOHNSON KNOWS BEST**



(Left to right) Harvey F. Gamage, owner; Robert K. Woodward, office manager; Charles L. Gamage, electrical mgr.

Among the fishing boats built recently by Harvey Gamage ALL EQUIPPED WITH SURRETTE BATTERIES were the 83 ft. "Stanley M. Fisher" for Capt. Fisher of Oak Bluffs, Mass; the 70 ft. "Stephen R" for Capt. Reis of Provincetown, Mass.; the 76 ft. "Sipican" for Love Fisheries, Inc. of Marion, Mass. each equipped with Surrette 8HHG-21, 110-volt batteries; and the 40 ft. "Hyannis" for Capt. Pederson of Hyannis, Mass. equipped with 8HHG-21, 32 volt batteries.

In reply to the query "WHY DO YOU USE SURRETTE BATTERIES AS STANDARD EQUIPMENT?", Mr. Gamage commented:

"Surrette is a good battery that will stand a lot of abuse and I highly recommend it. The batteries are designed for the heavy-duty work which they are called on to handle because of the big electrical load in today's boats, and they last longer. I get very good deliveries on Surrettes which is important in meeting boat schedules, yes, Surrette gives the best service."

A boatbuilder for 37 years, Mr. Gamage is in a good position to judge batteries. Not only does he install them in boats he builds, but he's had personal experience with SURRETTES too! He has a set of Surrette batteries on his own scalloper "Pocahontas" and already this set has seen 5 years continuous service and going strong!



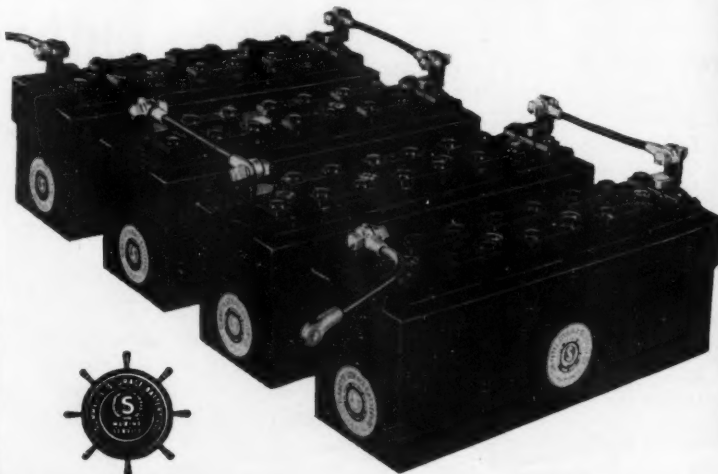
70 ft. "Stephen R." built by Harvey Gamage for Capt. Reis, Provincetown, Mass.

## 37 YEARS EXPERIENCE AS A BOATBUILDER...

*Harvey Gamage, So. Bristol, Maine*

## SELECTS *Surrette*

World Famous Marine Batteries!



Yes, another leader in the marine field chooses SURRETTES! This preference is based on dependable, trouble-free, longer life with a minimum of care. Be guided by experts . . . remember, labor cost on cheap batteries is the same, the difference is in materials, know-how and years of experience . . . and that's why SURRETTES are your best buy, regardless of price.

### FOUR REASONS WHY YOU SHOULD BUY SURRETTES!

1. Surrettes are designed to outwork and outlast others when proper size is selected.
2. Rexistox Plates used exclusively in Surrettes add extra dependability and longer life.
3. Surrettes are designed for MARINE duty, they are not an adaptation of an automobile battery.
4. Surrettes make other brands expensive by comparison when the extra dependability and longer life are taken into consideration.

## Specify Surrette!



Write for literature or name of nearest distributor

*Surrette* MARINE BATTERIES  
JEFFERSON AVENUE SALEM, MASSACHUSETTS

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# NATIONAL FISHERMAN

The Fishing Industry Magazine

**Increased Efficiency in Fishing Operations**

One of the highlights of last month's Annual Oyster Convention was the pointing up of the need for better mechanical methods of oyster harvesting. Lee J. Wiegardt of the Pacific Oyster Growers Association, in his address, said: "We use the same tools as my grandfather did in 1875. The only difference is we replaced muscle and canvas with engines. We now are in the position where we need improved harvesting equipment to reduce costs."

Speaking in the same vein at the Convention, Dr. Paul S. Galtsoff of the Fish & Wildlife Service said: "The use of inefficient and therefore expensive methods of harvesting (oysters) is against the general trend in other industries which try to attain the highest efficiency through mechanization and automation."

Technical authorities who have made economic studies of the fishing industry have claimed that the science of fishing has remained comparatively primitive—that fishermen are hunters rather than harvesters of the sea. These observers further point out that fishing equipment to a large extent has remained the same, and that to many fishermen, luck seems to be much more important than the design and equipment of fishing vessels.

Compared to agriculture, little engineering effort has been devoted to the production phase of the fishing industry. However, in the last decade, the impact of science has been apparent in the fisheries. Much progress

has been made in fishing techniques, gear, equipment and boats. Improved catching methods are being tried and certain operations are being mechanized.

A good example of mechanization is the development of the hydraulic power block for hauling purse seines. Pioneered in the Pacific Northwest three years ago, this labor and time saving device now is being widely used in the menhaden industry of the Atlantic Coast.

Fishermen continually are modifying minor details of mesh size and structure of their nets. Considerable experimentation has been done with mid-water trawls, which give promise of making available unexploited resources of fish in the ocean strata between the bottom and surface.

Electronic instruments for navigation and fish finding have become accepted aids for fishermen. Many advancements have been made in the powering of fishing boats, as well as in outfitting with auxiliary equipment. Improvements have been made in the design and construction of fishing craft.

It is clearly evident that major technological changes are converting the fisheries from outmoded operations to those of modern industry. However, there still are many untapped opportunities for taking advantage of new developments.

There is a real challenge for the fishing industry to increase its productivity and efficiency by utilizing the latest and best equipment and adopting scientific catching methods.

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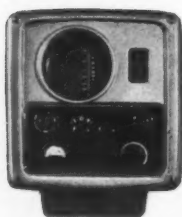


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#### FISHFINDERS FOR PROFITS!

RCA Fishfinders pinpoint the biggest schools... give accurate echo-indications of the sea-bed, fish and other underwater objects. Echo appears as easily read display on face of cathode-ray tube. Models available for many different fishing applications.

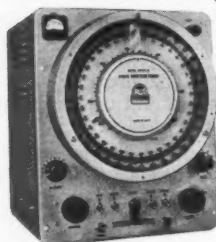


Model LR-8803

#### LORAN FOR QUICKER PASSAGES!

RCA Direct-Reading Loran gets you to destinations via the faster, fuel-saving route utilizing long range radio navigation. With it you can accurately determine ship's position at sea in any weather, any time day or night when in range of shore based loran stations.

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AR-8714



(RM-281  
Loop)

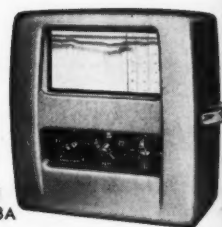
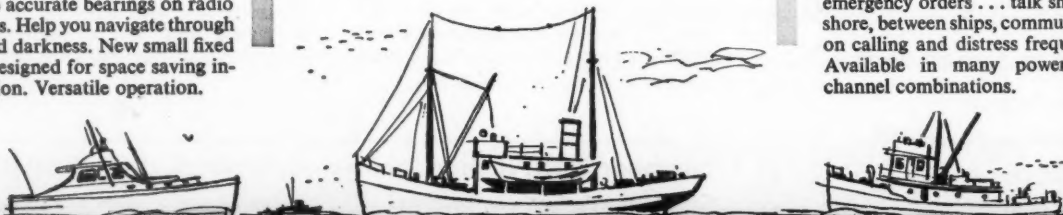
#### DIRECTION FINDERS FOR ACCURACY!

RCA Direction Finders enable you to take accurate bearings on radio beacons. Help you navigate through fog and darkness. New small fixed loop designed for space saving installation. Versatile operation.

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safer,  
more  
profitable**  
*Fishing  
Operations*  
**with  
RCA  
marine  
equipment!**

With RCA marine electronic equipment aboard, your fishing operations move faster, more efficiently, with less chance of loss to valuable hauls and equipment. You get quicker passages to and from fishing grounds, faster indication of the profitable catches, protection of fishing gear, dependable and accurate navigation, flexible ship-to-shore and ship-to-ship contact—safety at sea! Choose RCA for the most reliable equipment in marine electronics.

*Write for free information now!*



Model  
LAZ-13A

#### ECHOGRAPHS FOR PROTECTION!

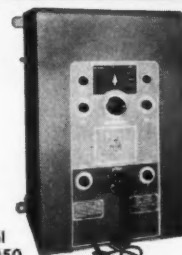
RCA Echographs are designed to give a graphic interpretation of rocks, wrecks, other underwater hazards beneath vessel... helps avoid costly damage to nets and lost catches. Invaluable for shallow water navigation!



Model  
CR-105

#### RADARS FOR CONFIDENT NAVIGATION!

RCA Radars are ideally suited for close-in or open sea navigating. Easy to use, easy to read and interpret. Available in ranges from 1 to 32 miles. Compact design and economical operation solves space, power and cost problems aboard small craft and fishing boats.



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AUGUST, 1957



Shrimp trawler "John Williams," owned by St. George Packing Company

## Insulation made of Styrofoam\* extends shrimping runs from 17 to 45 days

Al Rankin of Rankin Boat Works, Fort Myers, Florida, has equipped approximately 300 shrimp trawlers with Styrofoam (a Dow plastic foam). He summarizes his customers' experience with Styrofoam—and the performance of its exclusive combination of insulating properties—as follows:

"Styrofoam absorbs practically no moisture and does not deteriorate. Therefore, it gives permanent insulation. Trips which were formerly long at 17 days are now extended to 45 days through this superior insulation.

"Styrofoam is lightweight, making it easier to install. It also helps keep the weight down in the boat, thus allowing considerable saving of fuel." One of Mr. Rankin's customers, Lawrence Shafer, St. George Packing Company, says, "Styrofoam pays for itself in three trips."

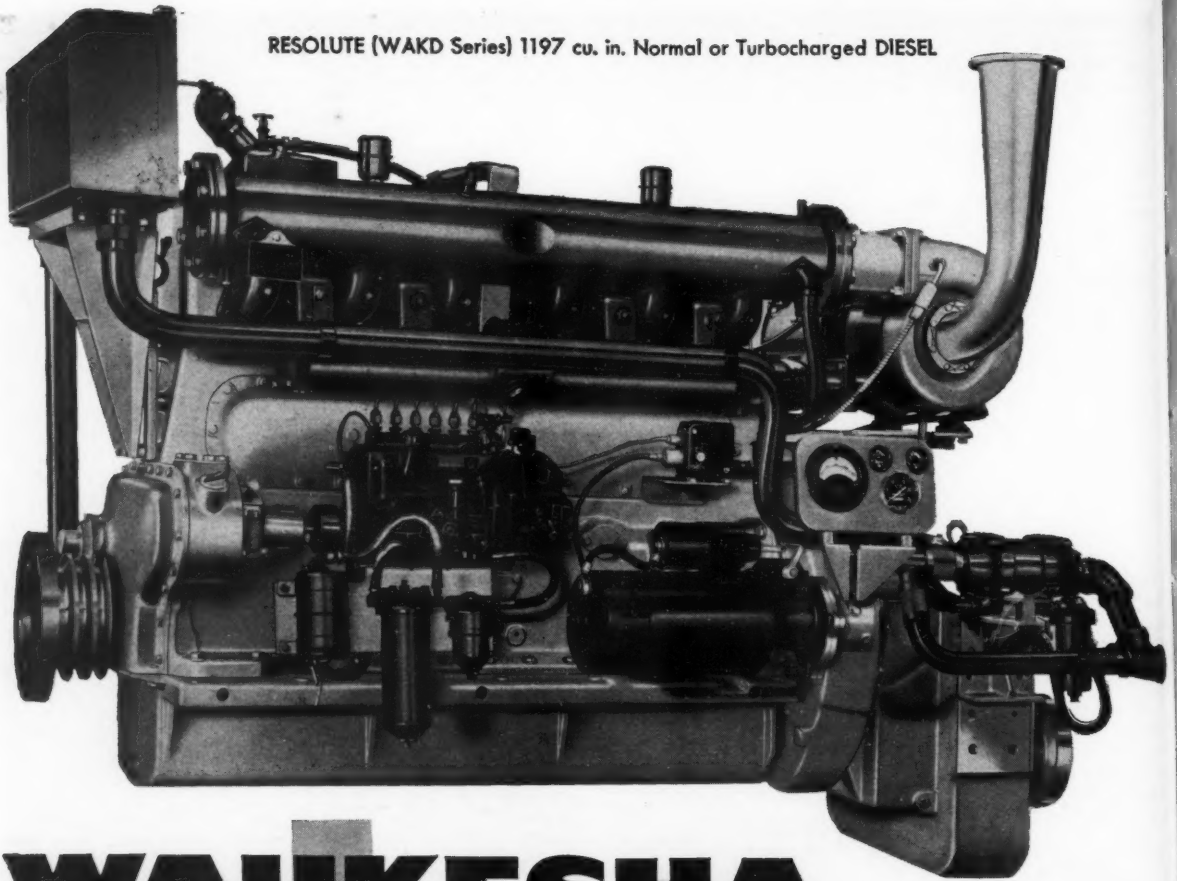
For specific information on how you can save money and improve operations with Styrofoam, write to THE DOW CHEMICAL COMPANY, Midland, Michigan, Dept. PL1726K-1

\*Styrofoam is a registered trademark of The Dow Chemical Company.

YOU CAN DEPEND ON

**DOW**

RESOLUTE (WAKD Series) 1197 cu. in. Normal or Turbocharged DIESEL

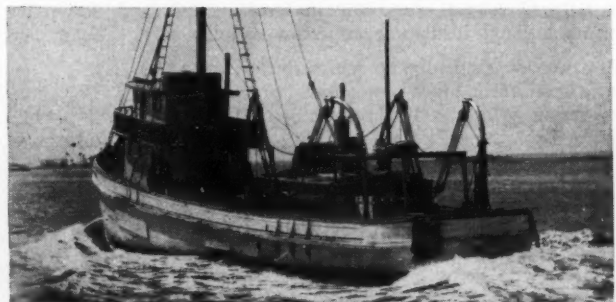


# WAUKESHA

## *Diesels* up to 990 hp for 24-hour duty

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**MODERN**  
as  
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Engines  
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All the proven features that give long engine life and the ability to withstand overloads—that result in low upkeep and operating economy—are *built-in*. Precision balanced, big bearing, rugged crankshafts . . . pistons, rings, and rod pin assemblies installed in matched sets . . . cooling and oiling systems of ample capacity . . . built-in automatically lubricated governors . . . crankcases and structural elements ribbed and flanged for extra strength . . . combustion chambers and manifolding developed by constant research . . . fuel and coolant lines and connections easily installed . . . all parts readily accessible. Send for Bulletin 1691. *Waukesha Motor Company, Waukesha, Wis., New York, Tulsa, Los Angeles.*



#### ► 4-Point Fisheries Aid Plan

New England fishing industry representatives met July 17 in Washington to urge President Eisenhower to support a program to benefit New England commercial fisheries. Government officials present included presidential assistant Sherman Adams and economic advisor Gabriel Hauge.

A conference held earlier between Rep. William H. Bates of Massachusetts and Andrew W. Anderson and Richard T. Whiteleather, top officials of the Bureau of Commercial Fisheries, placed special emphasis on what can be done to help fishing fleet from standpoint of four-point program now being developed by Department of Interior.

Anderson informed Bates that objective of Bureau of Commercial Fisheries is to work out a program that will make it possible for efficient vessels to operate profitably. While details remain to be ironed out, Bates revealed that price-support plan being considered envisions payments in some cases directly to boats and, in others, to processors, as a means of guaranteeing a minimum price.

Another proposal being drafted would expand present \$10,000,000 revolving loan fund for repairs to vessels and gear by including additional funds for renovations and modernization of shore plants.

Also under study is legislation providing Government aid to equalize costs of building vessels with those of foreign competitors. In addition, Government has indicated its interest in helping industry work out a cheaper insurance plan.

#### ► Would Provide More Loan Funds

A bill to authorize provision of additional capital for fisheries loan fund, and for other purposes was introduced August 1 by Congressman Bates of Massachusetts and referred to Committee on Merchant Marine and Fisheries.

Senator Warren G. Magnuson plans to request action at this session of Congress to increase by \$10,000,000 the revolving fund from which fishing boat operators may borrow to improve their vessels. A loan fund of \$10,000,000 set up the past year is nearly exhausted.

Applications for fishery loans will continue to be accepted and assigned case numbers for an indefinite period, despite fact that applications already exceed \$10,000,000 provided by Congress. However, only a limited number of applications in excess of the \$10,000,000 will be investigated or processed further at this time.

#### ► Ban High Seas Salmon Netting

Salmon fishing with nets is now prohibited to United States nationals on high seas throughout North Pacific Ocean area, as result of legisla-

tion approved by President on July 24.

To implement this legislation, Secretary of Interior Seaton issued regulations effective July 27 which prohibit any person or fishing vessel subject to jurisdiction of United States from fishing or taking salmon, except by trolling, in North Pacific Ocean north of 48°30' north latitude. This does not apply to fishing for sockeye salmon or pink salmon south of latitude 49° north, since control of these species is covered from latitude 49° to 48° by International Sockeye Salmon Commission.

In 1956, after salmon net fishing on high seas off State of Washington met with considerable success, concern for future of fishery was expressed by salmon industry on Pacific Coast. As a result of meetings held, with representatives of Washington, Oregon, California, and Canada, laws were passed by the three States to prohibit net fishing for salmon on high seas. Canada also prohibited such fishing by its nationals.

#### ► Relief from Tuna Imports Denied

An application by Federated Fishermen's Association, Inc., seeking "escape clause" relief on tuna imports, has been turned down by U. S. Tariff Commission. The Association is a California corporation, representing various cooperative fishing organizations along Pacific Coast, with a total membership of approximately 1,400 albacore fishermen.

The application concerned itself with imports of frozen and canned albacore tuna, principally from Japan, and sought tariff relief on that species in frozen and canned form.

#### ► Gain in Fish Stick Production

Preliminary statistical data indicate that United States production of fish sticks during second quarter of 1957 totaled 11.4 million pounds. Compared with second quarter of last year, this was an increase of 191,000 pounds or 2 per cent.

#### ► Jap-American Tuna Meeting

Representatives of Japanese tuna industry and American tuna canning industry were to meet in Los Angeles, California, on August 15 and 16 to discuss possibility of joint advertising campaign to promote increased sale of canned tuna in this country. Donald L. McKernan, Director of Bureau of Commercial Fisheries, was expected to preside as chairman during the meetings.

#### ► Pink Salmon Agreement Signed

Canada and United States last month signed an agreement to regu-

late and share valuable Pacific Coast pink salmon catch. The industry, worth some \$15,000,000 a year to this country, will be brought under authority of International Pacific Salmon Fisheries Commission.

Under the agreement, pink salmon catch will be divided equally between the two countries.

#### ► Would Change Alaska Fish Act

A bill intended to strengthen Fish & Wildlife Service management of Alaska salmon fisheries was introduced by Senator Magnuson of Washington recently. It would amend White Act of 1924.

The White Act stipulates that in all waters of Alaska in which salmon run "there shall be an escapement of not less than 50 percent thereof". The Service has found this provision to be extremely inflexible. If runs are large, a 50 percent escapement can be excessive and wasteful; in some cases when the runs are small, 50 percent escapement can be wholly inadequate. With repeal of this provision, Service officials could determine adequate escapements based upon biological needs.

Provision requiring 36-hour closed period extending from 6 p.m. Saturday to 6 a.m. Monday has also been found to be too inflexible. If revised, exact time each week when 36-hour closure would be effective would be left to regulation by the Service.

Another change recommended would prohibit fishing inside mouths of salmon streams by means of hand rod, spear, or gaff for commercial purposes. This limitation would not apply to Kerkuk, Ugashik, Yukon, and Kushokwin Rivers.

#### ► Fish Promotion Campaigns

As fishing fleets bring in heavy seasonal catches of many varieties of fish and shellfish, distribution segment of industry is planning several promotional campaigns to assure fullest possible use of various products. These campaigns include National Fish Week, September 18-28; National Canned Salmon Week, August 23-30; and National Tuna Week, October 24-November 1.

Indications from Pacific halibut fishery are that catch this year will equal 67-million-pound harvest of 1956. Pack of Pacific mackerel is 70 percent above that of 1956.

Maine lobster landings for first four months were 27 percent higher than during a like period in 1956, but somewhat lower than during first four months of 1955. Surf clam production in New Jersey is 68 percent above that of 1956 and 130 percent above 1955.

## FISHERY PROGRESS

# apelco

## AE 190 AM

### RADIOTELEPHONE

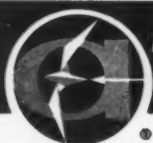
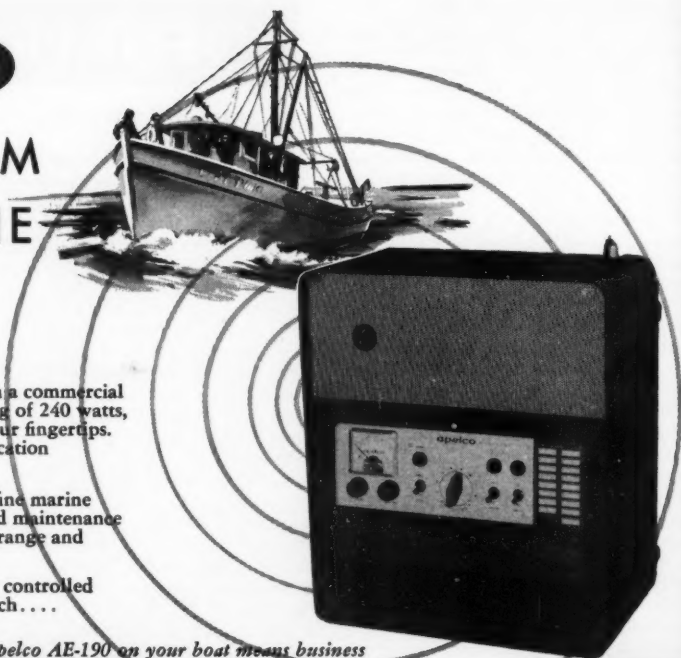
means business  
on any  
commercial craft

AE-190 "produces" as all equipment on a commercial boat *must* do. With a high power rating of 240 watts, AE-190 puts that powerful signal at your fingertips. Ten channels ensure reliable communication over a very wide cruising radius.

Built with the care and precision of a fine marine engine, AE-190 saves in installation and maintenance costs . . . assures you the maximum in range and performance. Always the *big* signal.

This sea-going, powerful "pro" is fully controlled in the simplest manner . . . snap a switch . . . push a button . . . talk up!

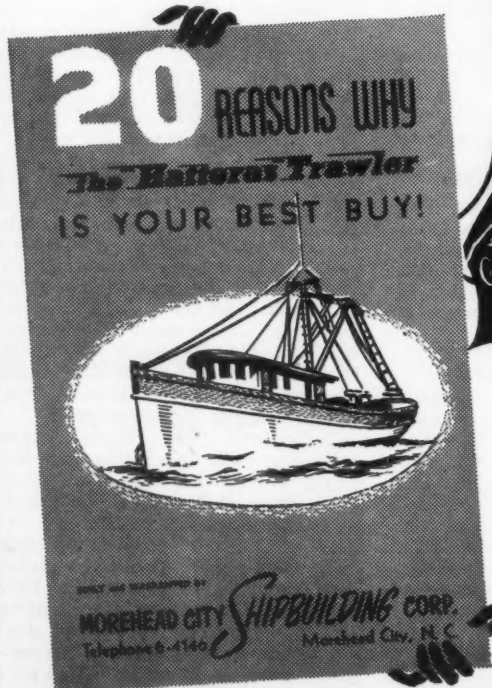
*An Apelco AE-190 on your boat means business*



APPLIED ELECTRONICS CO., INC.

SOUTH SAN FRANCISCO, CALIF.

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### OF AMERICA'S BEST BUILT FISHING BOATS

New folder shows the 20 key points which put the HATTERAS TRAWLER in a class by itself. Actual construction photos help you make your own comparison of workmanship, material, design. Ask owners who are making profits with these rugged, dependable performers from the North Atlantic to the Gulf of Mexico! For your free copy of folder, mail coupon today.

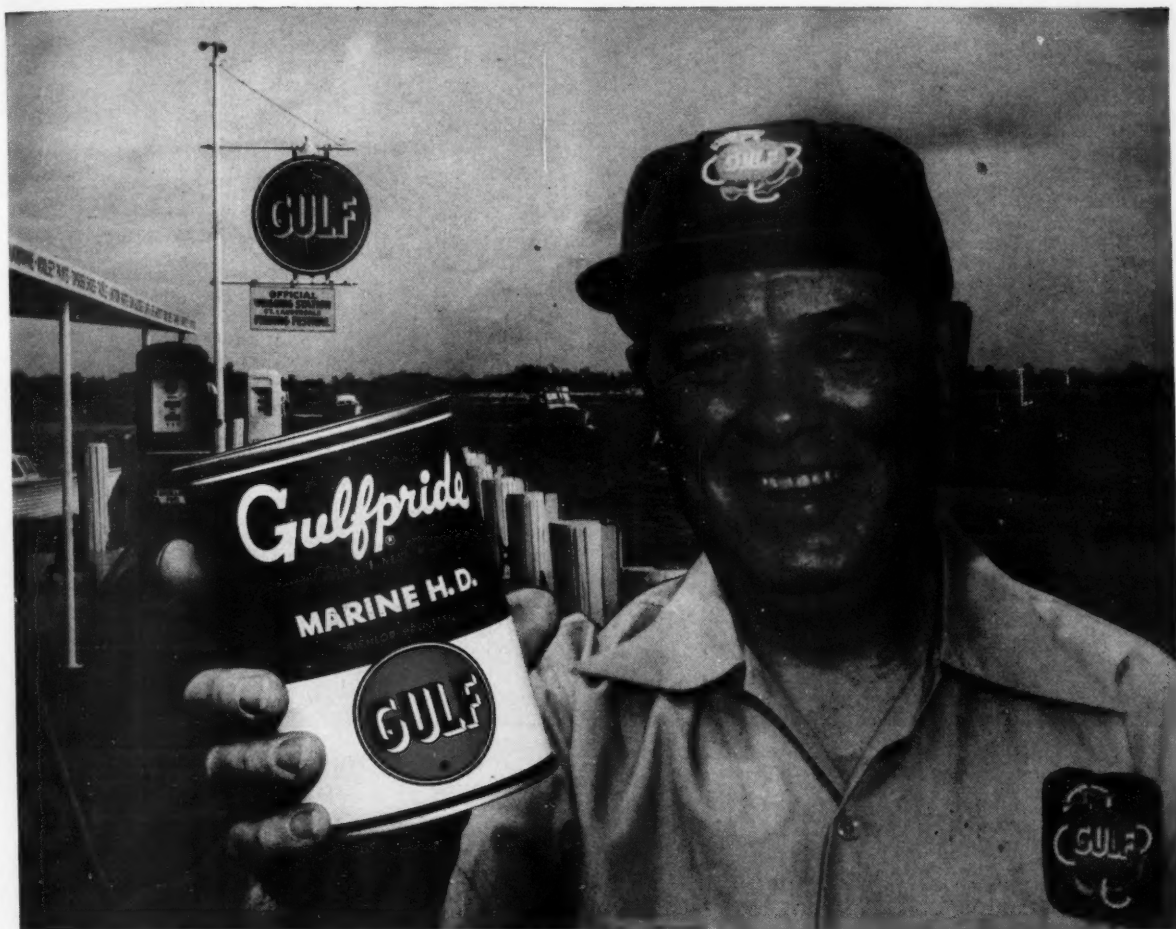
THE MOREHEAD CITY SHIPBUILDING CORP.  
Morehead City, North Carolina

Send me the free "inside story" and pictures of the way Hatteras Trawlers are built.

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Street Address \_\_\_\_\_

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Gulfpride Marine H.D. is Alchlor-Processed, an extra step in refining that weeds out unstable hydrocarbons and sludge-forming elements. Ask your Gulf Marine Dealer what this means in terms of economy, performance, dependability!

## Your Gulf Marine Dealer holds the answer to added safety at sea... **GULFPRIDE MARINE H.D. Oil**

Gulfpride Marine H.D. . . . not just an oil, but a heavy-duty oil, with a tough, long-lasting lubricating film! Not just refined, but super-refined by Gulf's exclusive Alchlor Process—and made extra resistant to oxidation by special additives!

Gulfpride Marine H.D. keeps engines cleaner, gives better protection, keeps engines working longer, with less frequent out-of-service time. Gulfpride Marine H.D. delivers greater engine dependability—added safety at sea. Lower maintenance costs, too, because it reduces rate of wear.

And remember Gulf Dieselect Fuel, the other member of Gulf's economy-performance-safety

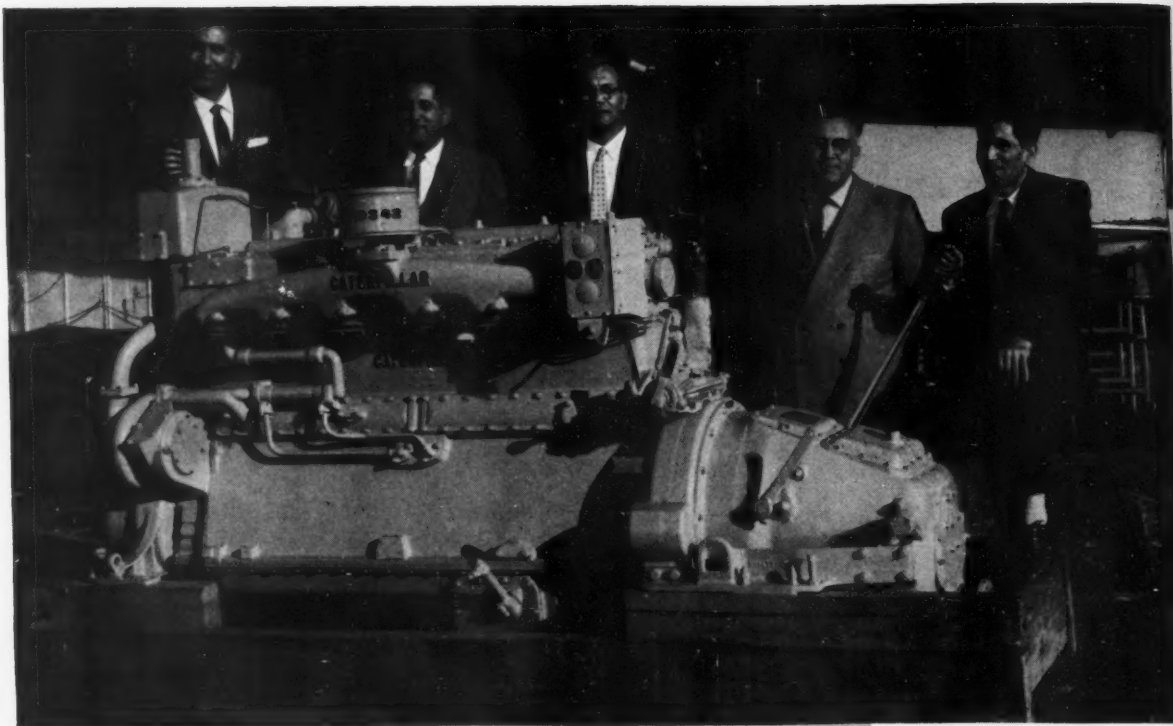
team! It's micronically filtered, at your dealer's pump—you receive it as clean as when it left the refinery. Try Gulf Dieselect Fuel, and Gulfpride Marine H.D. today . . . the team that keeps equipment working dependably!

### **GULF OIL CORPORATION**

1822 Gulf Building  
Pittsburgh 30, Pa.



**THE FINEST PETROLEUM PRODUCTS FOR ALL YOUR NEEDS**



## 40th Cat-powered boat in Versaggi fleet *is 600th launched* *by Diesel Engine Sales, Inc.*



In February the *Mary Call Collins* went down the ways at St. Augustine, Florida. The 67-foot boat, named for the wife of Florida's Governor Leroy Collins, is the 600th shrimper built by Diesel Engine Sales, Inc., since 1943. The handsome vessel is the newest of 40 Versaggi Shrimp Company boats that fish out of Tampa, Florida, and Brownsville, Texas. All are Cat-powered.

Pictured above are the five Versaggi brothers—Dominick, Virgil, Manuel, John and Joe—with the CAT\* D342 Marine Diesel that powers the *Mary Call Collins*. The husky six-cylinder engine delivers 150 continuous HP at 1200 RPM. It drives a 50" x 34" propeller through a 2.96:1 reverse and reduction gear.

Dependability and service are among the reasons why so many owners of the Gulf shrimpers have chosen Caterpillar Diesels. These rugged four-cycle engines are built to deliver their full rated horsepower year after year. The famous Caterpillar fuel injection system prevents fouling and other causes of down time, and permits the use of low-cost fuels.

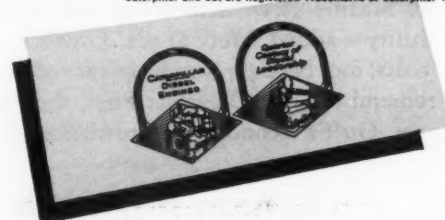
Cat Diesels have always been honestly rated. Now every one built carries a notarized certificate of the power it will deliver. Another Caterpillar first!

Your Caterpillar Dealer has a full range of diesels with *certified power*, up to 650 HP (maximum output capacity). Count on him day or night for prompt, reliable service and Caterpillar parts you can trust.

Caterpillar Tractor Co., Peoria, Illinois, U. S. A.

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# Need for More Efficient Harvesting Equipment Stressed at Annual Oyster Convention

THE need for mechanized operations on the oyster beds, to reduce costs of harvesting, was brought out by speakers at the forty-ninth annual oyster convention in New York City. The joint meeting of the Oyster Growers and Dealers Association of North America, Inc., National Shellfisheries Association and the Oyster Institute of North America was held July 22-25 at the Belmont Plaza Hotel. A feature of the convention was a trip to Bayville, Long Island, to see a suction dredge and self-dumping dredge in operation.

Officers of the Oyster Growers and Dealers Association of North America, Inc. were all re-elected for the year 1957-58, and include: president William P. Ballard, Ballard Fish & Oyster Co., Norfolk, Va.; vice-president, William R. Woodfield, Woodfield Fish & Oyster Co., Galesville, Maryland; vice-president, Royal Toner, Lester & Toner, Inc., Greenport, N. Y.; vice-president, Tom McGinnis, Irvington, Va.; and secretary-treasurer, David H. Wallace, Annapolis, Md.

The National Shellfisheries Association named the following three men to run its affairs for 1957-58—Dr. Melbourne R. Carriker, University of North Carolina, Chapel Hill, N. C., president; Dr. L. Eugene Cronin, director of the Maryland Department of Research & Education, Solomons, vice-president; and Dr. Philip A. Butler, U. S. Fish & Wildlife Service Laboratory, Gulf Breeze, Fla., secretary-treasurer.

## Oystermen Seek to Cut Costs

The need for better mechanical methods of oyster harvesting was discussed by Lee J. Wiegardt of Ocean Park, Wash., president of the Pacific Coast Oyster Growers Association. He said: "Our canneries have the best of equipment. They are as modern as the fish packers, and yet on the bays we still use the same tools as my grandfather did in 1875. The only difference is we have replaced muscle and canvas with Diesel engines. Dredge baskets are the same, just larger.

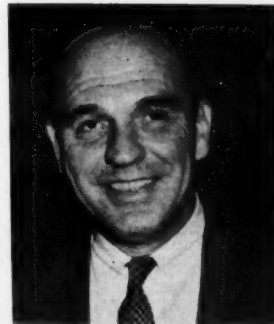
"We are now in the position where we need improved harvesting equipment to reduce costs. We know we are doing things wrong on the bay and that eventually the devil will have to be paid. We also know we can't pay 1957 costs and sell at 1949 prices. We are too small to change the National food economy, so mechanized operations on the beds would appear to offer the greatest relief.

"Our fresh oyster sales are definitely in need of a better organized sales approach. The new co-op was a big step in this direction, but does not cover enough of the sales to completely influence the picture. Price alone controls sales. A drop of one cent a jar determines who gets the sale. This year we know that oysters are very short in supply. Last year the same condition existed. To organize a marketing program with short supplies existing would seem easy, but we have yet to find the answer. Right now it looks as though it will be a long time coming.

"Our need for research work is very pressing. The State of Washington has finally started a study on pollution. We are afraid the budget is not enough to finish the job, but are grateful for the start. Mortality studies, condition factors, and product research are just a few projects that should be carried out in years to come.

"The need for co-operation between the Eastern and Western oystermen will grow in the future. Our joint endeavor to clean up the imported oysters is an excellent example of how we can work together. The Federal and State legislation pertaining to oysters needs constant watching. Today we both sell to one big market, the

Royal Toner of Greenport, New York, re-elected vice-president of Oyster Growers and Dealers Association.



William P. Ballard of Norfolk, Va., who was named president of Oyster Association for another year.

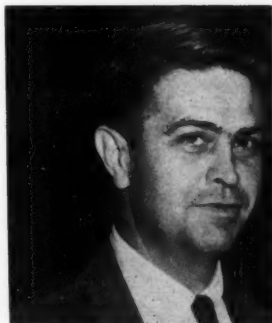
entire country. Public relations work should be such as to aid the entire oyster industry, not any particular segment of it."

## Mechanization Would Increase Efficiency

Dr. Paul S. Galtsoff, director of the Fish & Wildlife Service's Shellfish Laboratory at Woods Hole, Mass., commented: "At present the low level of productivity of public grounds is sustained by administrative measures designed to restrict the efficiency of harvesting. The use of inefficient and therefore expensive methods of harvesting is against the general trend in other industries which try to attain the highest efficiency through mechanization and automation.

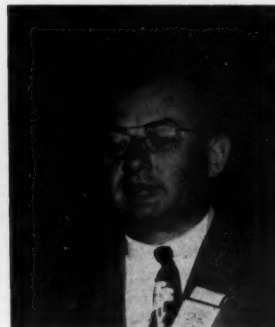
"The annual production of oysters in the United States has declined from an average level of 165 million pounds of meat during the decade 1893-1902 to 77 million pounds per annum in 1943-1952. The primary cause is the destruction of public grounds, especially in the Middle Atlantic and South Atlantic States. The acreage of productive oyster bottoms in these States has been steadily decreasing through overfishing, dredging of coastal waters for navigation, sedimentation and pollution. Lack of management or ineffective management of public grounds also contributed to the general trend and may be considered as a major factor in the depletion of oyster resources.

"Numerous studies conducted by various States and Federal organizations demonstrated that the production



David H. Wallace, Annapolis, Md., secretary-treasurer of Oyster Growers and Dealers Association.

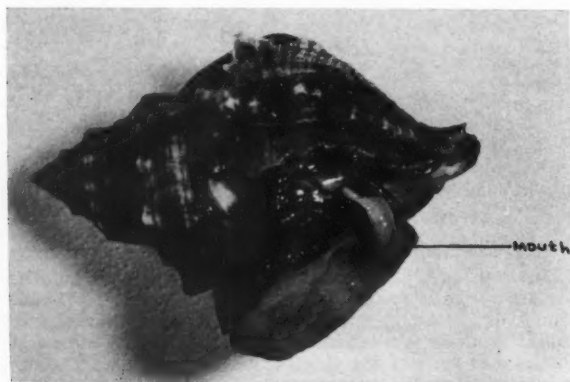
William R. Woodfield of Galesville, Md., re-elected vice-president of Oyster Association.



of oyster bottoms cannot be maintained on a sustained basis without applying oyster farming methods. Several years ago the problem of State management was investigated in Maryland by Engle of the U. S. Fish and Wildlife Service, and our present director of the Oyster Institute. The cost of rehabilitation of the depleted oyster grounds was determined, and several possibilities were found for developing seed producing areas of the State. Because of the high initial cost of this type of work, State Governments are not in a position to undertake large scale projects of rehabilitation. This could have been accomplished by private oyster farmers, but strong opposition against private leases prevails in many Southern States and usually succeeds in preventing the passage of necessary legislation."

#### Problems for Biologists to Solve

Mr. Galtsoff continued: "The future welfare of the oyster industry calls for the solution of the following problems — reliable production of seed oysters; production of rapidly-growing oysters with high glycogen and high solid contents; development of disease-resistant



Gulf oyster drill with its mouth extended. The drilling mechanism is located in the tip of the mouth, and an animal this size is capable of extending its mouth nearly three times the length of its shell.

oysters; improvement of the method of self-purification of oysters; scientific evaluation or appraisal of oyster bottoms based on their productive capacity; and development of oyster pond culture in tidal marshes and other areas unsuitable at present for oyster farming.

"The solution of these problems presents a challenge to young oyster biologists who are just entering this field of research. From the background of heretofore accumulated studies they shall proceed with critical and basic research intended to answer the following questions: With reference to the biology of oyster larvae, it is important to know how they feed and grow, how they react to physical and chemical changes of the environment and why they set in certain places and levels and not in others. To answer these questions, elaborate physiological studies should be conducted simultaneously with ecological observations.

"Production of oysters of highest quality, judged not by their size alone, but by the flavor and high content of solids and glycogen, is essential for the future of the industry. The problems of carbohydrate metabolism, feeding and digestion should be studied and understood in order to attain this goal. It is futile to enumerate the various organisms that may be found in the stomach of the oyster without knowing their value as food of the mollusk. Advance in physiology of nutrition in shellfish will lead to the establishment of feeding or fattening basins or ponds in which the shellfish may be rapidly conditioned for the market.

"The progress in the method of raising oyster larvae gives us assurance that the study of oyster genetics may be undertaken with reasonable expectation of success. Modern genetics tell us that the variability and adaptabil-

ity of a species depend on gene combinations and chromosome changes.

"The oyster is an extraordinary, adaptable and plastic organism. It can be assumed on theoretical grounds that the wild population contains many mutants which can be selected by proper breeding techniques. The races having desirable characteristics can be used for establishing breeding stocks of particular qualifications needed for local conditions. The work along these lines requires the establishment of oyster breeding centers with an adequate number of tanks or ponds, adequate water supply and culture houses for mass production of microorganisms needed as food for larval and young oysters. Experiments on hybridization can be conducted in these places in order to obtain the most desirable hybrids."

#### Sanitary Standards for Shellfish Growing Areas

Robert L. Dow, Research Director of the Maine Department of Sea and Shore Fisheries, declared: "To establish sanitary standards for shellfish growing areas without taking into account biological differences among the several shellfish species or to conduct sanitary surveys without benefit of a confirming or an invalidating hydrographic study, is to assume that all shellfish species behave alike physiologically and that all growing areas have the same hydrographical and hydro-biological conditions. This assumption, applied inflexibly, could be disastrous to the industry as well as to the public health."

Mr. Dow revealed that following unanimous approval by the National Shellfish Sanitation Conference of recommendations to establish sanitary requirements on species and area bases, cooperative experiments among the several Northeastern States were carried on to implement these recommendations, with respect to (1) blue mussel and (2) (still in progress) soft clam shell stock.

Mr. Dow continued: "In the growing area, there are environmental differences among the several species of shellfish which may occupy the same bay or estuary. These include the location of the animal in relation to the bottom (from well above the bottom surface to burrows deep within the flats); its location in relation to the tidal zone (from near high water to well beyond low water); and the influence which water qualities (particularly salinity and temperature) exercise upon its survival and well-being.

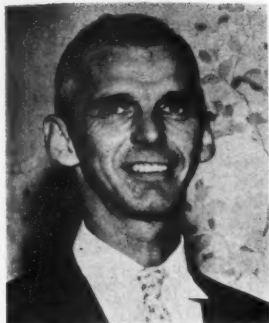
"There are also obvious biological and physiological differences: growth rates, feeding and spawning habits, shell structure and viability. It appears that these last two, shell structure and viability, have a great deal of influence upon sanitary requirements.

"From the bacteriological work which has been carried on in Maine, it appears that these differences would have great influence upon the sanitary controls needed for the shellfish. For example, we have found that grossly polluted soft clams repeatedly cleanse themselves on an experimental basis at temperatures as low as 41°F, approximately nine degrees lower than the temperature reported in the 'Manual of Recommended Practice for Sanitary Control of the Shellfish Industry'.

"Field observations made by research personnel of the Maine Department of Sea and Shore Fisheries raised serious doubts as to the reliability of present survey methods (quantity of pollution, degree of treatment, dilution, bacteriological quality of the water and distribution time and pattern) as indices of sanitary conditions in many shellfish growing areas.

"For administrative and enforcement reasons, it would be a highly desirable generality to establish specific sanitary criteria for all species from all growing areas. Important biological differences within the same species from different growing areas and important hydrological differences for all species from different growing areas preclude the application of a single index of quality.

"Biological differences between soft shell clams from Chesapeake Bay and Penobscot Bay, combined with hydrological differences between the two areas, emphasize the health and economic hazards of generalizing sanitary criteria for the purpose of specific application."



Newly-elected officers of National Shellfisheries Association, including from left to right: Dr. L. Eugene Cronin of Solomons, Md., vice-president; Dr. Melbourne R. Carriker, Chapel Hill, N. C., president.

### Study Movements of Japanese Oyster Drills

The paper of Charles E. Woelke, biologist at the Washington Fisheries Department's Shellfish Laboratory at Quilcene, was on problems of controlling the Japanese oyster drill. Mr. Woelke disclosed:

"In planning control measures for drills it is an absolute necessity to know whether movement or migration of drills occurs, what effects different terrains have on their movement and what factors lead to the movement. This particular study deals with tide pool conditions where the bottom is predominantly pea gravel. It is but one of several studies made to gain a better understanding of the movement of this species of drill. The results of this study are typical of our findings in other areas of Washington.

"The experiment was conducted in Quilcene Bay, an offshoot of Hood Canal which is a part of the overall Puget Sound drainage basin. The area chosen was on the west side of Quilcene Bay in an intertidal pool about 150 ft. square located somewhat below the midtide level.

"At a stake marker referred to as A, 106 tagged drills were released. Two stakes (B and C) were driven about 40 feet from A in such a position that the three stakes formed a nearly equilateral triangle in the pool. At B and C, 100 distinctively marked drills were released. Each stake then became the center point for a circle. Each circle was split into four equal quadrants by two hypothetical lines, one parallel to the beach and one at right angles to the beach. This procedure divided the experimental area into segments which were referred to as downbay offshore, downbay inshore, upbay offshore and upbay inshore.

"Each tagged drill found was recorded as to quadrant and footage from release point. Measurements were made to the nearest 6 inches with a surveyor's chain.

"There was a consistent outward movement of tagged drills from the release point. On July 27, the first check revealed 50% of the drills recovered were within six feet of the release point; by comparison, on August 29 the 50% line was at 26 ft."

### Distance Covered by Drills

"The most rapid movement measured was 95.5 feet in 4 days for an average of 23.8 feet per drill day. The greatest accumulated movement was 152 feet in 33 days or an average of 4.6 feet per drill day.

"While a general downbay movement of the population was noted, it could not be termed a migration; many drills traveled for several check periods in one direction and then reversed their path. One drill had traveled 90 feet from the stake by August 13 and on the 29th it had returned to within 52 feet of the release point.

"In the data gathered there was evidence to support the theory of drills burying in the surface strata. Drill movement proved very erratic and unpredictable. In general the drills did not migrate, they only moved. The marked drill movements showed a high degree of similarity to the tagged drill movements."

### Oyster Borer Can Regenerate Drilling Mechanism

The ability of the Gulf oyster borer to regenerate its drilling mechanism was the topic of William J. Demoran of the Gulf Coast Research Laboratory, Ocean Springs, Miss. He disclosed that with its attendant muscles and nerves, the odontophore of the oyster borer is a very complicated mechanism and efficiently operates in drilling as if it were a small rotary drum covered with spikes.

Mr. Demoran continued: "The odontophore is certainly mechanically efficient, but whether it functions in this manner alone or is sometimes assisted by acids or enzymes is not yet settled. Furthermore, the Gulf oyster borer, which is at times a very serious oyster pest, can open oysters without leaving any sign of shell damage whatsoever. This raises the question of whether the animal makes use of some paralytic agent.

"In an attempt to answer this question", Mr. Demoran said, "we cut off the proboscis of several oyster borers with a razor blade. This was done after the hungry animals had been induced to extend the proboscis through a small hole in a plate of plastic to reach a piece of oyster meat placed to one side. It was noted that 'conchs' that had the proboscis cut cleanly survived, while those suffering jagged cuts did not. Only the distal portion of the proboscis containing the odontophore or drilling mechanism, was cut off. These were preserved in formalin. The supposition was that these 'aradulate' gastropods might open oysters by use of a paralytic agent.

"The planned experiment was a complete failure, but the results were nonetheless startling. Within 3 weeks, the surviving gastropods all regenerated the complete drilling process, as good as new, and without abnormalities as far as we can determine. The odontophore, consisting as it does of muscle, nerves, cartilage, and chitinous teeth in a band, which undergo a complex but coordinated set of movements, may well be the most complicated organ any animal is able to regenerate."

Dr. W. J. Hargis, Jr. of the Virginia Fisheries Laboratory described his investigations of the screwborer or oyster drill and announced his discovery that eel grass beds near shore contain large numbers of these pests. The eggs are attached to the grass, which may break loose in large quantities during storms and carry the baby borers to oyster grounds, where they may cause great destruction.

### California Abalone Fishery

Dr. J. L. McHugh of the Virginia Fisheries Laboratory reported on his organization's shellfish research program. He also read a paper by Keith W. Cox of the California Department of Fish and Game, describing Cox's investigations of the unique California abalone fishery.

Cox stated: "The commercial abalone fishery has had a varied and stormy history, and even today all is not

Oyster dredgers being unloaded by conveyor at Norfolk, Va. Shown in center foreground is the 65' x 18' x 6' "Oysterman", owned by J. H. Miles Co., Inc., and powered with a Caterpillar D13000 Diesel.





Oyster shells being planted for the Bears Bluff Laboratories, Wadmalaw Island, S. C.

serene along the Pacific's shores. The areas open to commercial fishing are changed from time to time and today abalone are taken only from two general areas.

"The red abalone, which at the present time is providing the major portion of the catch (1956, 2.35 million lbs.) is taken almost entirely in Central California. The pink abalone, which produces the balance of the catch (1956, 1.88 million lbs.) is taken in southern California exclusively from the Channel Islands. No commercial abalone fishing is permitted north of San Francisco. Although there has been at various times considerable pressure by commercial interests to open this region, recent findings of the Department of Fish and Game's abalone investigation has revealed that the area would not support an abalone industry and is impractical for commercial abalone fishing."

#### Natural Oyster Beds of Delaware

In discussing the natural oyster beds of Delaware, Carl N. Shuster, Jr., director of the University of Delaware Marine Laboratories, pointed out that in 1910 during a period of low production, the U. S. Bureau of Fisheries made a survey of the State's natural beds. This survey intensively explored 16,435 acres, 2,144 of which were found to be of varying productivity. The location and abundance of oysters were mapped. Depletion of the natural beds was reported as being largely due to the wholesale removal of both shells and oysters from the rocks. The drill was found to be the principal oyster enemy.

In 1942, according to Mr. Shuster, the natural oyster beds were so seriously depleted by heavy mortality that the U. S. Fish and Wildlife Service was called upon to investigate the causes of depletion. No evidence was found that the mortality had been due to dumping of silt or other dredged material in the vicinity of the beds by the U. S. Army Corps of Engineers. Since the adult oysters were found to be heavily infested by various parasites and commensals, and invariably in poor condition, it was believed that the combined actions of the various enemies may have been responsible for the mortality of the oysters. Enemies reported were: the protozoan *Nematopsis*, the red and the boring sponges, sea anemones, hydroids, mud worm, barnacles, oyster crab, drills, and the sea grape. The fact that "apparently no shells ever have been returned to the grounds supplying seed" was also noted.

There was a rapid recovery of the natural beds, Mr. Shuster revealed, and by 1944 seed again was being obtained. A summary of shell and oysters planted on and removed from the natural rocks since 1945 is given in the following table.

#### BUSHELS OF SHELLS AND OYSTERS PLACED ON OR REMOVED FROM THE NATURAL BEDS OF DELAWARE

Year	Oysters Planted	Shells Planted	Oysters Removed	Shells Removed
1946	—	—	125,000	375,000
1947	—	25,000	144,000	431,000
1948	—	50,000	150,000	450,000
1949	—	100,000	163,000	487,000
1950	—	200,000	106,000	319,000
1951	—	78,000	75,000	25,000
1952	—	90,000	37,500	12,500
1953	—	55,000	15,000	5,000
1954	7,000	40,600	15,000	5,000
1955	—	40,000	13,500	4,500
1956	—	—	1,100	400
1957	—	—	—	—
Totals	7,000	678,600	845,100	2,114,400

It can be seen from the above table that the total number of bushels of shells and oysters planted during the 12-year period was 685,600, whereas 2,959,500 bushels were removed.

The Summer of 1950 was a critical year for Delaware oysters on the natural rocks, Mr. Shuster pointed out. There was a heavy mortality of both seed and spat, from which the oyster populations on the natural beds never recovered. Today the rocks are essentially barren. Since 1950 the decline in seed and the failure of larvae to set on the rocks has been accentuated by the continued yearly search for seed. The post mortem analysis indicates that the low sets were correlated with lack of spawners and the poor condition of the bottom.

Mr. Shuster concluded that rebuilding of the natural oyster rocks can be accomplished only by a long-range program of conservation and management. Shelling and cleaning the bottom, establishment of spawning sanctuaries, and control of oyster enemies are among the jobs that must be done if rehabilitation of the natural beds of Delaware is to be successful, according to Mr. Shuster.

#### Resolutions Adopted

Resolutions adopted by the Oyster Institute of North America and the National Shellfisheries Association included the following:

1. To oppose the removal of the wage-hour exemption for fisheries, and to send a copy of the resolution to the appropriate Senate and House committees. It was pointed out that fluctuations in production due to weather, season and supply require flexibility in work schedules which would be removed by passage of this legislation.
2. To urge the U. S. Public Health Service and Food and Drug Administration to enforce regulations which will guarantee that foreign imports of fisheries products meet the sanitary standards required of the U. S. industry. It was brought out that foreign fisheries products that do not meet such standards are presently being imported into the U. S. in increasing quantities.

#### Honorary Memberships and Committees

The Shellfisheries Association conferred honorary membership on four people: Dr. Reginald V. Truitt, former director of the Maryland Department of Research and Education; Dr. Thurlow C. Nelson, shellfish biologist for the State of New Jersey; Dr. Paul S. Galtsoff, director of the Fish and Wildlife Service's shellfish laboratory at Woods Hole, Mass.; and Professor Trevor Kincaid, Emeritus Professor of Zoology, University of Washington.

Members of the National Shellfisheries Association's Executive Committee include the organization's officers, along with G. Francis Beaven, Maryland Department of Research & Education; Harry C. Davis, U. S. Fish & Wildlife Service Biological Laboratory, Milford, Conn.; and Robert Lunz, director, Bears Bluff Laboratories, Wadmalaw Island, S. C.

## Shallow Draft of New 34-Foot Seiner "Loretta O" Allows Fishing Close to Alaskan Shores

**A**LTHOUGH his 27-foot Alaska beach seiner was destroyed by fire last Fall, Capt. Lawrence Olssen of Seldovia, Alaska, was on time for the halibut fishing season this year with a spanking new and bigger boat, the 34-foot *Loretta O*. She was built last Winter by the Commercial Marine Construction Co. of Seattle to designs by William Garden. Her beam is 12 feet, and she has an exceptionally shallow draft for a boat of her size and capacity.

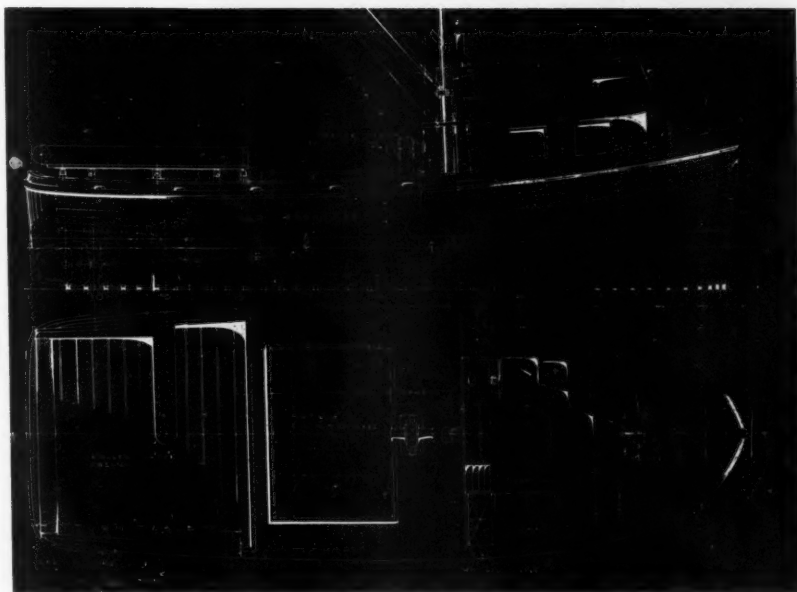
The *Loretta O* is powered by an 87 hp. Detroit Diesel small-boat engine, which is located in a compartment below the pilot house floor. The engine turns a 23" x 18" propeller through 2.5:1 reduction gear, and the craft cruises at 8.5 knots. At this speed she has a cruising range estimated at 1275 miles.

A unique feature of the *Loretta O* is the stern tunnel arrangement of the propeller. This gives the vessel a draft of only two feet, and enables Capt. Olssen to seine extremely close in to shore when necessary. Payload capacity of the boat is 15,000 pounds of iced fish.

### Hundred Boats of Same Model

About 100 boats of the same basic model as the *Loretta O* have been built by Commercial Marine Construction Co. The vessels fish with gill-nets in the Cook Inlet area and around Kodiak Island. Some are also used in Southeastern Alaska for seining and on Puget Sound for the Fall fishing after the Alaskan season. The boats are usually towed or shipped north; however, some of them make the run under their own power. Three years ago, one of them went single-handed from Seattle to Seldovia on the Kenai Peninsula.

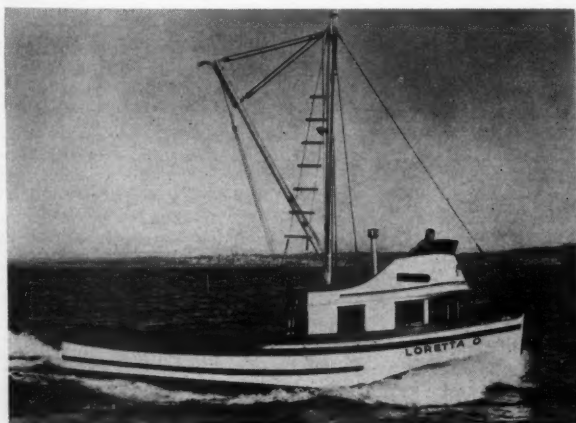
The hull of these craft is of round bilge, bent frame construction, carvel planked, and with semi-tunnel stern.



Outboard profile and arrangement plans of 34' beach seiner "Loretta O", owned by Capt. Lawrence Olssen of Seldovia, Alaska, and designed by William Garden of Seattle.

The boats are usually fitted for both gill-netting and seining. They have a double drum seine winch manufactured by Clemens Equipment Co. of Seattle, and either a 4' x 5' gill-net reel or a turntable and power seine roller on the stern.

The comfortable fo'c's'le usually is arranged with three or four berths, a galley, lockers, and an oil-burning range. A steering station is provided in the main pilot house and on the flying bridge above, which is the usual steering position while running. Some of the boats have a Wood Freeman automatic pilot. From a distance, they look like 70 or 80-footers, with their flying bridge, mast, and generally low profile.



New 34' beach seiner "Loretta O" on her trial run in waters off Seattle, Wash. At right is Capt. Lawrence Olssen, owner-skipper of the craft, which will operate out of Seldovia, Alaska. She was built by Commercial Marine Construction Co. of Seattle, and was designed by William Garden. Her engine is an 87 hp. Detroit Diesel.



The "Elizabeth K.", 42' fishing boat owned by Kristo Kleva of Seaside Park, N. J.

## New Jersey Finfish to be Studied by New Laboratory

The importance of salt water fishing off New Jersey is being shown in the launching of a fisheries laboratory on Island Beach to study various forms of ocean and bay fish life. Dr. A. Heaton Underhill, director of the Division of Fish and Game, announced recently that preliminary work is being done on an old Coast Guard Station for use as a laboratory.

Studies will include those of the fluke population in the bays and offshore areas of the State, a study of porgy populations in the area and the rate of growth and the extent of exploitation by fishermen.

## Landings Increase in Value

Landings of fish and shellfish at New Jersey ports during April amounted to 5.5 million pounds valued at \$678,000. Compared with the corresponding month of the previous year, this represented a decrease of 12 percent in volume but an increase of 20 percent in value. The decrease was primarily due to lighter landings of fluke, sea herring, whiting, oysters, scallops and fish for industrial use. Greater catches of higher price species, such as clams and crabs, accounted for most of the increase in value.

## Oysters Affected by Changing Water Conditions

Dr. Thurlow Nelson, an authority on shellfish and a member of the Research Department of Rutgers University, spoke at a meeting of the Cape May Geographic Society last month.

Dr. Nelson explained the habitat of and various phases in the life of the oyster. He said one of the main enemies of the oyster is the changing of water conditions in Delaware Bay. Since 1933, the bay has become salty all the way to Bridgeton.

Hurricanes, high tides and ice floes hinder the oyster industry by changing the character of the bottom of the bay.

## Long Island Clam Transplanting Will Aid Shellfishermen

A plan to move millions of dollars worth of clams from polluted Jamaica Bay to Suffolk waters, thus bolstering the shellfish industry, was wholeheartedly endorsed recently by Nicholas Griek of West Sayville, secretary-treasurer of the Long Island Fishermen's Association. At present the clams are considered unsafe for consumption, but according to Mr. Griek they would be cleaned up by a two to six week stay in Great South Bay waters.

Speaking for 1300 members of the Association, Griek said that the moving of the clams would create jobs for several hundred fishermen and also would tend to increase the shellfish population in local waters. There are several hundred thousand bushels available in Jamaica Bay.

## New Owners to Reopen Oyster Plant

The J. W. Ellsworth oyster plant on the waterfront in Greenport, which has been closed for two years, will be reopened in September under the name of the Sealship Corporation. Directors of the new corporation are Paul O. Mercer, Karl F. Schaeff, August J. MacTaggart and Frederick W. Tuck, Jr., all of Sayville.

During the next two months the plant will be thoroughly overhauled and alterations made, so that when the oyster season officially opens in September, the plant will be in a position to market shellfish.

## Fish and Shellfish Landings Increase

Landings of fish and shellfish in the Marine District of New York during April amounted to 3.8 million pounds valued at \$530,000. Compared with the same month of the previous year, this was an increase of 11 percent in volume but a decrease of 12 percent in value.

The increase in volume was primarily due to greater landings of scup or porgy. Reduced landings of the higher priced items, such as soft and surf clams, oysters and sea scallops, accounted for most of the decrease in value.

## National Fish Week to be Held September 18-28

Forty-two members of the fishing industry have been named to head local committees for next Fall's "Fish Parade," to take place September 18 to 28. The Fish Parade is a united sales effort by the various fishery associations throughout the United States and exporters from other countries who sell their products in the United States market.

Chairman of the National Fish Week Committee is Harry A. Trimm, Jr., manager of the Fisheries Section, Birds Eye Division of General Foods, White Plains, N. Y. Harold Luther, Norwegian Frozen Fish Co., Jersey City, is chairman of the Task Force, while Irving Usen of O'Donnell-Usen Fisheries Corp., Boston, heads the Financial Committee.

Retail and restaurant merchandising aids, as well as repro-proofs for local retail-store newspaper advertising, will be distributed through the Task Force, according to Murray Wheeler, director of the Committee's advertising and publicity. This method of distribution also will be used for the new free fish cookery leaflets being prepared by the Fish and Wildlife Service.

Fish Parade advertising, which first appeared in the July retail trade magazines, will continue through August in retail and restaurant magazines. A new emblem has been designed to be used as a motif in advertising, merchandising aids and publicity.

Coinciding with Fish Parade dates will be the Shrimp Fiesta sponsored by the Shrimp Association of the Americas.

## "Sammy Jr. II" Gets First Radar in Tampa Fleet

*Florida trawler uses radar for navigating, and to return to productive shrimp grounds*

THERE is a Tampa, Fla. shrimp boat captain who not only uses modern radar in his business of shrimping, but steers his 65-foot craft by automatic pilot, as well as plotting his navigational position by Loran and radio direction finder. No! He isn't an old-time, grizzled, sea captain, but only 39 years of age.

When Capt. Sam Vona points his trim, yet weathered boat *Sammy Jr. II* into the warm Gulf waters, he not only carries the ardor of 17 years' experience on the trips, but has numerous electronic devices to aid him. Thus he is assured of successful voyages to the Campeche shrimp grounds, just off Mexico, or to the Texas grounds, known for tricky weather and luscious shrimp, and also knows he will have a two-way trip because he has enlisted the help of science.

Manning the wheel, as the *Sammy Jr.* pushes toward the Mexican coast, is a self-correcting Metal Marine automatic pilot, which has had four years' constant usage. Another modern piece of equipment is the ship's Model APN-4 Loran set. Radio signals from fixed points are received, computed by the electronic gadget, and a true "fix," indicating the ship's position, appears on the television-like scope.

The vessel has two Apelco radiotelephones, one being a 50-watt Model 76, and the other a 200-watt Model 260-C, as well as a Model DRF-9 Apelco radio direction finder. A seagoing friend cruising off the English coast once told Capt. Vona he had caught his voice over the airways, while he was keeping in touch with the home port of Tampa. If the need arises, Vona can contact his family at home by radio to the harbor, then by phone relay.

But you ask about radar. "I wouldn't be without it now, I'll tell you," Capt. Vona declared as he explained his enthusiasm. That first trip out with the new RCA Radiomarine Model CR-105-B radar set, the *Sammy Jr. II* and two other shrimpers were headed for trouble at the mercy of a 50 to 60 mile-per-hour squall which suddenly sprang up.



Capt. Sam Vona of Tampa, Fla., on deck of his 65' shrimper "Sammy Jr. II". Directly above his head mounted on steel supports is the vessel's radar antenna.

"We all headed for the shallows where the water is usually smoother," Vona recalled, and "I just watched the scope on my radar set. Pretty soon, there she was, a beautiful picture of land." The *Sammy* was brought about into the wind, and rode out the storm without trouble. The other two shrimpers probed blindly for shallow water, and almost ran aground before locating it. "She (radar) really paid for herself that one time," Vona exclaimed proudly.

### Helps to Catch Shrimp

Radar also helps to catch shrimp. There are several ways, and one is the maintenance of "vision" regardless of weather. When seeking the shrimp grounds, the scanning radar antenna, mounted atop the *Sammy Jr.*, picks up the close-packed shrimp boats which have arrived earlier. No hit or miss sailing about for the *Sammy*; at 30 miles the radar scope shows the way.

Another way the radar is used by Vona, one of the first shrimpers from Tampa to fish the Campeche grounds, is directly involved with netting the catch. Aluminum reflectors, which bounce radar waves from their surface, guide the *Sammy Jr. II* straight to previously set out float markers.

Let's suppose a prime catch has been netted in a certain spot of Campeche. The *Sammy's* skipper ties an aluminum reflector atop a marker buoy, then races to transfer his catch to another shrimper, which is headed for Tampa.

Her catch having been loaded aboard the other boat, Capt. Vona turns the *Sammy's* bow toward the productive shrimp ground again. A bright dot on the radar scope signals the aluminum reflector is dead ahead, perhaps 30 miles away, and with luck there's time for another good catch that same night. The old battery-lighted markers often require hours to locate in the vast Gulf waters.

This brings up another good purpose for the radar. Shrimp, for an admittedly unknown reason, according to Capt. Vona, will not be caught dead or alive in daylight hours. They will only move on to smooth mud-bottom feeding grounds when it is good and dark. Radar helps Capt. Vona steer clear of collisions in the blackness.

Capt. Vona has persuaded some of his fellow shrimpers that radar for shrimp vessels is here to stay. Whether by chance, or otherwise, his first trip thus far with the new radar set resulted in a prime catch, in less time than usual. This trip was made when other shrimpers were reporting smaller hauls, and longer voyages out of port.

Local fishermen declare: "It's the radar that did it." Vona, of Italian birth, knows it won't be long before *Sammy, Jr.*, 16, will be ready to take over the helm of the boat named for him. Making the trawler the safest of the Tampa fleet is "the least I can do for him," Capt. Vona says.



Crewman "Salty" Millington operating the RCA Radiomarine radar of the shrimper "Sammy Jr. II" of Tampa, Fla. In the background is one of the vessel's two Apelco radiotelephones.

## Florida Shrimper Gets Award For Salvaging Trawler

A shrimper who risked his life to put a towline aboard the derelict trawler *Yucatan* after she had been abandoned for 30 hours in the stormy Gulf of Mexico has been awarded \$7,833, the first admiralty case ever tried in Fort Myers. John Brogdon of Sarasota, who went aboard the *Yucatan* last February after her captain and crew abandoned her in a sinking condition, received one-third of the stipulated value of the vessel at the time of salvage.

Brogdon will share the award, made by Federal District Judge William J. Barker in Tampa, with Charles Green, the owner of the trawler *Marian*, which towed the *Yucatan* to Fort Myers Beach; Arthur Bittle, skipper; and crewman William Lee.

## Hillsborough Shrimpers End Successful Season

After one of the most successful five-month seasons ever, with plenty of shrimp at a good price, hundreds of commercial fishermen who have been operating in the Hillsborough intracoastal waters of Florida are now looking for a new way to make a living. Some will continue as commercial fishermen and catch anything they can, while others will toil on the mud flats where there are still valuable bait shrimp. But on the flats they must be dug out.

Jan Miller, a veteran of 30 years of shrimp fishing on the Hillsborough, said that there might be one more good night left this season at the next moon. He stated that there could be as many as 200 lights from various shrimp boats in the two mile Oak Hill area during that night.

While most of the shrimp now have turned out to the ocean for spawning, not to return until February when intracoastal waters are more conducive to the life of shrimp, the seven chief fish camp operators in the area admit they've concluded a highly profitable season. Each camp averaged shipping about 40,000 live bait shrimp weekly to sports fish camps from Jacksonville to Miami, at a top price of from \$1.75 to \$2 per hundred shrimp. The shrimpers got a penny each for the shrimp, or \$1 per hundred.

About 8 to 15 shrimp fishermen work out of each camp and bring the shrimp directly to large cooling tanks at the camps. Air is continually pumped into the tanks, and if the motor is turned off for more than half an hour all the shrimp may die. From these tanks, the shrimp are counted out 1,000 to a box and shipped in boxes of six by trucks, equipped with special motors to keep the air and water circulating for the shrimp.

## "Combat" Explores for Shrimp off Carolinas

The exploratory vessel *Combat* returned to Jacksonville on June 26, completing two weeks of shrimp exploration along the coasts of North and South Carolina. Most of the work was carried out in the offings of Cape Lookout to Cape Hatteras.

Deep-water dragging yielded very small catches of Royal Red Shrimp. The best drag contained about 40 pounds, heads-on, from a depth of 200 fathoms.

Special shrimp exploratory attention was requested for the 25-100 fathom area between Cape Lookout and Cape Hatteras. Varying numbers of rock shrimp were caught in most of the drags inside of 50 fathoms.

## Shrimp Dock Destroyed by Fire

A fire of undetermined origin completely demolished the Columbia Fish Co. dock at Fort Myers Beach last month. The dock, owned by Peyton Mize, will cost between \$40,000 and \$45,000 to replace.

Also lost was all equipment owned by Loren Rothermel, who had purchased the marine supply business from D. E. Watters only a few days before the fire.



The 58' "Linda T." of Key West, Fla., is Joseph T. Thompson's third new Hatteras Trawler this year. She was built by Morehead City (N.C.) Shipbuilding Corp., and is equipped with D342 Caterpillar Diesel with 3:1 Snow-Nabstedt reduction gear, 48 x 36 Federal propeller, Onan main and auxiliary generators, Surrette batteries, Bendix DR-9 depth recorder, Apelco 76 CM radiotelephone, Metal Marine automatic pilot, Stroudsburg hoist and Wickwire wire rope.

## Shrimpers Using Refrigeration Units To Hold Ice on Long Campeche Trips

One of the chief concerns of vessels shrimp trawling in the Campeche area of the Gulf of Mexico, is the need for sufficient ice and fuel capacity to allow the vessel to remain on the fishing grounds for a prolonged period. The time consumed in steaming back to port to refuel and ice-up cuts heavily into the fishing time and results in a lower profit to the vessel owner and crew.

However, there is one single adaptation that has proven to be a solution of the problem of sufficient ice for a long trip and has enabled the shrimp vessels to nearly double their fishing time. This is the "Ice Holding Unit," which is not a freezer, but rather a single-unit refrigerator of ¾- to 1-ton capacity with six plates or series of coils in the hold. The cost of these units is very reasonable, and they will hold ice adequately for a 40-day trip.

## N. H. Marine Fisheries Association Wants Hampton Pier Rebuilt

Alfred F. Gauron of Hampton and other officers of the N. H. Marine Fisheries Association are trying to get the State Legislature to restore an item in the Recreation Department's budget to rebuild the State Pier at Hampton. Originally, the Department asked \$25,000 to provide a modern facility in the harbor. Later, \$11,500 was recommended by the State Public Works and Highways Department.

Mr. Gauron, secretary of the N. H. Marine Fisheries Association, says the lack of a pier has driven lobster and fishing boats away from Hampton to Portsmouth and to Newburyport, Mass. Some 50 lobstermen, more than half of whom work at the profession year-round, used to depend on the Hampton pier and float to land cargoes. Now they land lobsters on the beach and lug or wheel them to trucks over the soft sand.

Gauron said he estimated each lobsterman takes in some \$5,000 a year, or—with half working year-round—about \$200,000 in all. Figuring a \$20,000 annual business from his two fishing boats, the place has a potential for another \$100,000—if the 10 boats which once used the pier were to return.

The State built the Hampton pier and landing float back in the middle 1930's but nothing has been done to it since then.

## Maine Trying to Settle Lobster Price Dispute

Gov. Muskie has suggested that a fact-finding committee be formed to try to end the lobster price dispute. His proposal was mailed to Leslie Dyer, president of the Maine Lobstermen's Association, and Harold W. Look, Sr. of Rockland, a dealer's spokesman.

Gov. Muskie said that a fact-finding committee could determine the issues, explore agreements which might improve relations between fishermen and dealers, inquire into the possibility of remedial legislation and look into other facets of the price conflict.

Both lobstermen and dealers welcomed the Governor's idea and Dyer suggested that the committee consist of three lobstermen and three dealers and that Muskie appoint an impartial chairman.

Dyer estimated that 3000 of the State's nearly 6000 licensed fishermen were ashore by August 1. The Maine Lobstermen's Association had asked that all members stop lobstering until the 35-cent minimum price per pound was agreed on.

Dyer maintains that it costs a lobsterman 28 cents per pound to maintain his gear and boat to catch lobsters. The 30-cent price which has been offered would leave the lobsterman but two cents per pound for wages.

### "Surf" Is Highliner for June

Capt. Douglas Schwartz with the trawler *Surf* was highliner in the 40-Fathom fleet in June, with landings of 598,500 lbs. of redfish. Total landings for the six-trawler fleet included 2,690,000 lbs. of redfish. Also landed were 3,930 lbs. halibut; 31,480 lbs. scallops and 33,500 lbs. whiting.

Other company trawlers landing fares in June included the *Storm*, *Wave*, *Tide*, *Squall*, *Ocean*. The *Rhode Island* landed 31,480 lbs. scallops and the *Romerly*, 33,500 lbs. whiting.

### Dragger Taken off Ledges

The 37-ft. inshore dragger *Schoodic*, owned by Edward Huntley of Tenant's Harbor, went aground last month on Sheep Island Ledges and tipped over on her side. The boat was bound for Rockland and had between 18,000 and 20,000 pounds of whiting aboard. The fish were washed away after the boat tipped over, and all radio equipment aboard was damaged.

Four days later Alton Prock of Waldoboro managed to right the craft with a 100 ft. barge with a motor crane. She was made fast and then towed to the 40-Fathom Fisheries shipyard at Rockland.

### Firms Join in Selling Lobsters to Mid-West

An association of sales and delivery activities of Consolidated Lobster Co. of Gloucester, Mass., and the Independent Lobster Co. of Rockland was formed recently. Gilbert Barker, owner of Independent Lobster Co., said that both companies will continue to operate as usual in serving customers in New England and New York to the South. The new agreement will cover Mid-Western sales.

Independent now operates a distribution center in Springfield, Mass., where tanks of artificial salt water can hold up to 5,000 pounds of lobsters for local sales. Plants similar to that are being established in Albany, Utica, Syracuse, Cleveland, St. Louis and Chicago.

Shipments are to be made every other day in refrigerated trucks operated by Independent from the plant of Consolidated at Gloucester. The trucks deliver at the previously named points, landing lobsters in St. Louis less than 36 hours from the time of departure from Gloucester.

### Sardine Pack Shows Gain Over Last Year

The Maine Sardine Council reported 672,000 cases of sardines packed through the end of June, compared with

423,000 in the same period last year. The Council has launched a major Summer-Fall promotional sales campaign on a national basis.

Fish in the Casco Bay area are pretty well gone, and several Portland plants have either closed or have reduced production. There is still plenty of herring in the Eastport-Lubec area, and three of five plants at Lubec were still operating in mid-July.

An emergency meeting of the Coastal Seiners and Weir-men Assoc. was held in Southwest Harbor last month to discuss the current market conditions of the sardine industry. The group sought to reappraise the minimum price of \$1.14 per pound, and expressed hopes that the price would be stabilized at this level.

### New Movie on Lobstering

A new color movie on lobstering recently has been completed under the sponsorship of the Maine Depart-



Capt. Harold Paulson of Portland, Maine, who is port captain for four steel trawlers operating out of Portland. The boats he manages are the 110 ft. "Dorchester", "Winthrop", "Quincy" and "Gulf Stream", which are equipped with Surrette batteries.

ment of Development of Industry and Commerce and the Department of Sea and Shore Fisheries. It is a 28-minute film titled "The Maine Lobster," and includes scenes shot at Boothbay Harbor, South Bristol and Rockland.

### Williams, New Maine Distributor for Norseman

Norseman Marine has announced the appointment of Williams Brothers, Inc. of Portland as its distributor for the State of Maine. Located at 70 Commercial St. in Portland, Williams Brothers will distribute the complete line of Nordberg gasoline marine engines now manufactured by Norseman Marine.

Stocks of new engines and service parts will be maintained in Portland, and the firm's well-equipped service department will be available to Nordberg owners throughout Maine. Among the new engines now on display at Williams Brothers are the 155 hp. Knight, the 105 hp. Bluefin, and the 60 hp. Colt.

### 40-Fathoms Trawlers Named Edo Dealer

40-Fathoms Trawlers, Inc. of Rockland has been named dealer for marine electronic equipment manufactured by the Edo Corporation, College Point, N. Y. Jim Braccio is Marine Superintendent for 40-Fathoms Trawlers, Inc.

Edo manufactures the Fishscope, electronic fish finding device; the Model UQN deep depth sounder with a range of 0-6,000 fathoms; Loran; small boat radar; and the Survey Recorder, a portable precision depth sounder.

# Renovated Trawler Gives Good Performance

**96-Ft. Boston vessel "Terra Nova" has hydraulic winch drive from main engine**

A GOOD captain, capable engineers, a first-class crew and a well-maintained boat have paid off handsomely for the rejuvenated Boston trawler *Terra Nova*. Owned by Herbert F. Greene, the 96-foot all-welded steel vessel has chalked up an enviable record in six months of fishing. In this time she made 15 trips, landing a total catch of 1,406,000 pounds—an average of nearly 94,000 lbs. per trip. Her largest trip, made in April, weighed out 169,000 pounds.

Under command of Capt. Tom Kelly, the trawler has been groundfishing in the Channel and on Georges Bank with a couple of trips to Brown's Bank. Lawrence W. Soule, who handles several Boston vessels, is shore engineer. Nelson Pothier is chief engineer and Emile Doucette is second engineer.

Confidence in the future of the fishing business prompted Greene to purchase the *Terra Nova* last year. She was formerly the *Rosalie D. Morse*, operated by Fairbanks, Morse & Co. as a floating laboratory for testing the firm's marine power equipment. Greene is general manager of Westerbeke Fishing Gear Co. and also owns the dragger *Mary & Joan*.

Completely overhauled and reconditioned from keel to mast head, the *Terra Nova* is virtually as good as a new vessel. She was built 12 years ago at Somerset, Mass. from designs of John G. Alden-Eldredge McInnis, Inc., collaborating with American Bureau approval.

The trawler is the first Boston boat of her class to go to sea with a 13-man crew. In recent years, trawler-type vessels have carried from 15 to 17 men, but it has been found that the smaller crew can adequately handle all necessary work. The *Terra Nova* crew is very happy with the new set-up since it means a larger share for each man. The vessel has the captain, mate, cook, two engineers and 8 deck hands.

The excellent operating results obtained from the *Terra Nova* indicate she is an ideal groundfish vessel. She is large enough to ride out any weather, has ample capacity and is economical to run. Based on her present schedule, she will make at least five trips more per year than the average Boston trawler and the amount of fish caught will compare favorably with that of vessels much larger.



Capt. Tom Kelly, left, skipper; and Herbert F. Greene, owner, on bridge of Boston trawler "Terra Nova".

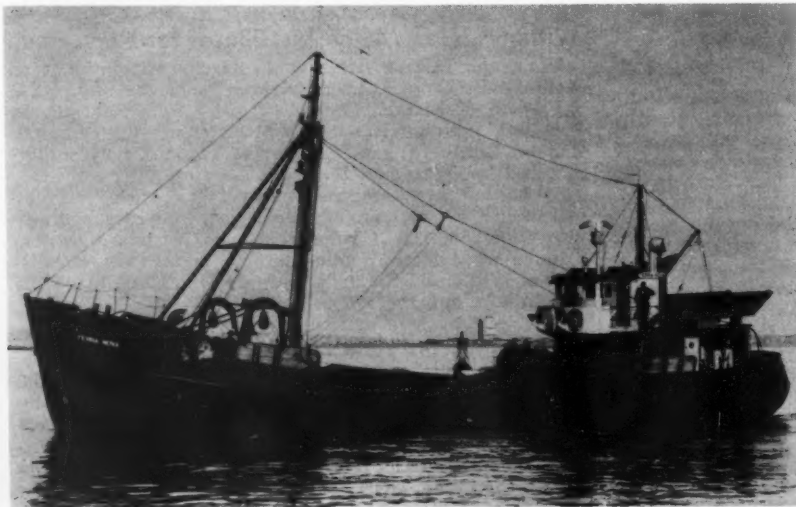
The *Terra Nova* is one of the best fitted vessels in the fishing fleet. She has every item of equipment to provide efficient operation, scientific fishing, and safety and convenience for the crew.

Propulsion power is furnished by a Model 31A8½M, 7-cylinder, 420 hp., 525 rpm. Fairbanks-Morse Diesel, fitted with 2:1 reduction gear and Fawick Airflex clutches for both main shaft drive and forward power take-off. The engine swings a 68 x 46 Columbian propeller on a 7" Monel metal shaft with Goodrich Cutless stern bearing, and gives the vessel a speed of 10½ knots. Full engine controls are provided in the pilot house so that the engineer can work on deck when needed. The main engine operates a 5 kw. F-M tail shaft generator and F-M wash down pump.

The auxiliary generating set is a Fairbanks-Morse Model 36 A, 4¾, 10 hp. unit, which drives a 6 kw. F-M generator through a V-belt, and a 10.2, 2 stage water-cooled air compressor through a clutch. The three F-M general service pumps are motor driven. The vessel has a new set of 110-volt Atlantic storage batteries.

All fishing equipment was furnished by Westerbeke Fishing Gear Co., and includes ¾" Wickwire towing cable, Wall rope, Grimsby nets with Westerbeke Nylon cod ends, Wesco cod-end protectors, Phillips aluminum floats, and Boston & Lockport blocks. The vessel has Bromfield 600-fathom winch, 5 hp. New England fish hoist and carries two 300-lb. Danforth anchors.

The overhauling of the vessel was handled by Wharf Forging & Welding Corp. of Boston, who made extensive deck and interior repairs; and James Munro Shipyard of Chelsea, who sandblasted the entire hull and deckhouse. Wharf Forging installed new rail plates in the way of the gallows frames and around the stern, built new fish unloading booms, installed steel ladders on the mast and whaleback, relocated the gallows bollards, and installed new clips for the electrical wiring. The vessel's 9'6" trawl boards were manufactured by Wharf Forging.



The 96' steel Boston trawler "Terra Nova", formerly the "Rosalie D. Morse."

New RCA Radiomarine CR-105 radar and RCA Fischlupe were installed by Louis Posner Marine Radio. Other navigating equipment includes RCA Model ET-8012, 75 watt telephone, Bludworth Standard Arrow direction finder, Raytheon Fathometer, Sperry Model 2 Mark I Loran, and White 9" compass.

The boat is equipped with Edson steering gear, consisting of an Edson No. 3-A steerer with 3:1 ratio reduction gear, 48" wooden wheel and rudder indicator.

The *Terra Nova* has a waterline length of 88', beam of 22.7' and a light draft of 11'. Her stem is rounded above the deck level, which gives the vessel a wide bow, providing added deck room and making her a very dry boat.

The vessel is soundly framed on 21" centers, and is plated with 5/16" steel except in the way of the galleys frames and deck beam ends, where there is a thickness of 3/4". Gross tonnage is 153, while net tonnage is 77.

There is a collision bulkhead just forward of the fo'c's'le which contains the galley and bunks and individual lockers for a crew of 12. The galley is fitted with a No. 10350 Shipmate oil-fired range. A solid bulkhead separates the crew quarters from the fishhold which has a 215,000-lb. capacity, and other bulkheads stand aft of the hold, and between the engine room and lazarette. Tank capacity provide for 6500 gallons of fuel and 1400 gallons of water. Normal ice requirements are 35 tons.

An innovation on the *Terra Nova* is the hydraulic control system for operating the trawl winch. Reported to be the first of its kind on an East Coast trawler, the hydraulic equipment has given very satisfactory results. The flexibility of hydraulic control has been found particularly valuable in lessening strain on trawl net cables in surging seas.



Lawrence W. Soule, left, shore engineer; and Nelson Pothier, chief engineer, beside 420 hp. Fairbanks-Morse Diesel in "Terra Nova".

The Vickers hydraulic system provides a highly efficient, light-weight, compact, fool-proof assembly which requires practically no maintenance. The Vickers equipment makes it possible to have a hydraulic winch drive with positive displacement from the propulsion engine. It allows an infinite number of speeds, incorporates the advantages of torque control and permits finger-tip operation.

The hydraulic circuit consists of a Vickers variable delivery piston-type pump, utilizing a servo control. The pump operates off the main engine through a silent chain drive. The power-operated servo booster utilizes hydraulic pressure from an auxiliary pump to assist manual adjustment of the pump delivery. Linear movement of the stem by means of suitable linkage regulates the volume of oil delivered by the pump over the complete range from 0 to maximum delivery.

Oil from the Vickers delivery pump is directed by means of suitable piping to the Vickers constant displacement piston-type fluid motor. Direction and speed of



Deck view of Boston trawler "Terra Nova" showing tripod mast.

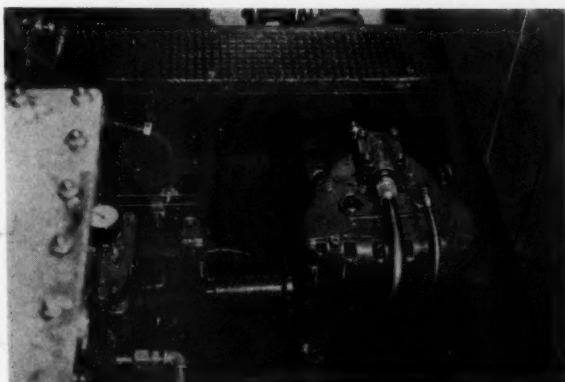
rotation of the fluid motor is controlled by the flow of the fluid from the pump.

In order to insure the maximum rated delivery of the entire speed range that this pump will provide, it is necessary to make use of a super-charging or replenishing pump. This super-charging pump also supplies pressure to operate the servo mechanism.

Relief valves, an integral part of the replenishing valve assembly, are installed across the main fluid line between the hydraulic pump and motor to protect the main circuit against excessive pressure. By adjusting these relief valves, the maximum torque output of the fluid motor can be regulated.

A solenoid-controlled four-way valve is provided to operate the brake cylinder, which is used to prevent the winch from turning when the hydraulic equipment is not in use. The solenoid valve also actuates a pilot-operated four-way valve which by-passes the main pump and motor line when servo linkage is in the neutral position.

A power-limiting device, incorporated in the servo linkage system, hydraulically compensates the stroke of the variable delivery pump. This particular function is useful during a heavy roll of the ship if it is necessary to slow down the winch when the trawl line tension becomes excessive. In short, this provides an automatic pump stroking arrangement that maintains automatic control of the motor speed.



Vickers variable displacement hydraulic pump for operating the hydraulic motor drive on the trawl winch aboard the "Terra Nova".

## Massachusetts Plans to Adopt Quality Improvement Rules

Commissioner of Natural Resources Francis W. Sargent on July 17 announced that the final details of the proposed quality improvement rules and regulations for the State's fishing industry would be discussed at a public hearing to be held at the State House on August 21. It was expected that representatives of all groups connected with the industry would be present. Frederick C. Wilbour, Jr., Marine Fisheries Director, was to serve as moderator.

Mr. Wilbour has spent almost a year in compiling the new rules and much time, thought and effort has gone into the writing of these new regulations and studies of certain ills of the fishing industry.

One of the subjects covered concerns the handling of fish at sea after it is caught, and several sections of the new regulations are aimed at correcting existing situations, specifying the maintenance of sanitary conditions in the holds of vessels, the use of shelving in fish pens, and the proper icing of the catch.

The original version of the rules and regulations was sent out last Winter to various interested groups representing the industry, the U. S. Fish & Wildlife Service, law enforcement, public, etc., asking for criticism and suggestions. Recently a revised set of the rules was sent, together with an explanatory letter, to all producers, handlers, processors and distributors of Massachusetts fishery products, requesting a critical examination from the standpoint of practicality.

The ultimate goal of these new regulations is to increase the per capita consumption of American fishery products.

### "Delaware" Lands Frozen Groundfish

A total of 72,500 pounds of groundfish was caught and either brine-frozen or iced during a recent cruise by the research trawler *Delaware*, which operates out of East Boston. All fishing was conducted on Georges Bank north of Corsair Canyon, and the best catch during the trip was 4,000 pounds of haddock taken in 55 minutes.

### GLOUCESTER to Get New Laboratory

Work on the new \$300,000 Federal commercial fisheries laboratory in Gloucester is to begin within a few months, and will be completed within a year. The site is near the Gloucester High School and the Annisquam River.



The 40' dragger "Judy and Tony", owned by Capt. Victor Pacellini of Provincetown, Mass. Her equipment includes 165 hp. General Motors Diesel, Twin Disc reduction gear, Columbian propeller, RCA Radiomarine radiotelephone, Linen Thread Co. Gold Medal nets and Roebling wire rope.

The new laboratory will furnish headquarters for North Atlantic fisheries research projects to be conducted under the Saltonstall-Kennedy program.

### Scarcity of Menhaden

On July 19 five pogie boats plied the waters of Newport, R. I. in search of menhaden. They returned with an average catch of 130,000 pounds, which is considerably below their capacity. The boats were the *Hazel B.*, the *Bluewaters*, *Puritan*, *Rosie and Gracie* and the *Rose Marie*.

Gloucester By-Products and Dehydrating Process Co. are the two firms operating at present. Both are using planes to spot fish. The fish are there, but it is believed that wind conditions and the slack tide have much to do with their behavior.

### Dragger "Killarney" Damaged by Fire

Six crew members were rescued on July 25 when the Gloucester fishing dragger *Killarney*, Capt. Michael F. Clark, caught fire 85 miles east of Cape Cod. The vessel is owned by Joseph M. Cody of Gloucester.

At one time the fire died down and it was thought that the vessel would be able to make port. However, a short time later the fire broke out again and burned the vessel to the waterline. The hull was left intact, however, and the owner had the boat towed to Provincetown. The crew was brought in by the *Bonaventure*.

### Discuss Fish Price Stabilization

Gloucester Mayor Beatrice K. Corliss and Attorney Solomon Sandler went to Washington last month for talks with New England Congressmen regarding Point 4 of the Four Point program outlined by Assistant Secretary of the Interior Ross Leffler.

Point 4 is concerned with fish price stabilization, and the Mayor stated that she would visit the Department of Interior to discuss loans and insurance with officials there. It is understood that the problem is for local fisheries commissions to present acceptable propositions to Congress regarding loans and fish prices.

### "Agatha" Has Good Whiting Trip

The *Agatha*, a steady whiting producer at Gloucester, churned into port July 17 with her decks piled high with fish. Her normal capacity is around 140,000 pounds, but she had 150,000 pounds.

### Fishermen's Memorial Service

Some 4,000 people attended the annual Fishermen's Memorial Service on July 28 at Blynman Bridge in Gloucester. Aside from honoring all Gloucester men who have died at sea, the ceremonies included a special tribute to three men who died at sea since the previous service — Walter Burke, Ernest Hemeon and Vito Bologna.

Capt. Lemuel R. Firth, representing the Gloucester Fishing Masters and Producers Assoc., Capt. Gilbert Lafford, representing the Master Mariner's Assoc., and Alphonsus F. Hayes, representing the Atlantic Fishermen's Union, were present at the laying of wreaths at the Fishermen's Monument on Western Ave.

### NEW BEDFORD Cooperative Formed

Rudolph B. Matland is president of the New Bedford Seafood Cooperative Association which filed incorporation papers with the State in Boston on July 1. Leif Jacobsen is vice-president, and John A. Sylvia and Mathias Bendiksen, secretary and treasurer respectively.

The officers are also members of the board of directors, with Napoleon Holmes, Michael B. Smith, Leif Mikalson, Warren Vincent and Peder H. Eiesland. The cooperative is open to fishermen as well as boat owners, and the aim of the association is to stabilize prices at a level profitable to the producers and fair to the consuming public.

The group will begin its operations with scallops only, but will expand to include flounder and groundfish. When



A group of fishermen on the American Freezer Co. dock at Monterey, Calif. Included are Ed Weidenaar of the "Pelican", an unidentified man, Jack Norman of the "L.C.F.", Emerson Gray of the "Wanda Mae", Pete Anderson of the "Venture II", Joe Lopez of American Freezer, Nick

Kerr of the "Nora R.", Bert Lyons, Lyons Welding Co., Roy Johnson of the "Christe II", Nash Martin of the "San Martin", Atillio Canepa, Balesteri Bros., Bob Cruse of the "Nesral", Keith Clark, Wesley Schifferly and Almon Wyatt of the "Wanderer".

the organization is ready for full operation, the cooperative will be buying the fish from the boats of its owner-members, and will have access to storage and processing facilities.

### Dragger "St. Ann" Sinks

The New Bedford dragger *St. Ann*, Capt. Thomas B. Larsen, sank 110 miles east of Nantucket on July 21 after her six-man crew was unsuccessful in an attempt to stem an inflow of seas through a stern opening. The crew pumped for four hours and waters nearly reached the engine room ceiling before Capt. Larsen ordered the men to take to the dories. The men were taken aboard the *Hope II* and later transferred to the *Ivanhoe* and returned to New Bedford.

### Dragger Hit by Freighter

The dragger *Julia Da Cruz*, Capt. Joseph Da Cruz, is at Norlantic Diesel, Fairhaven, after she was grazed by a freighter on Georges Bank on July 13. The accident occurred in thick fog and the freighter disappeared into the fog without stopping.

The dragger was fishing at the time and its entire dragger equipment and nets were lost when the freighter struck. The *Milly and Jim*, equipped with radar, saw the large freighter approach the dragger, then blot it out for a few seconds and move on. The damaged vessel was able to make port under her own power.

### Vessel Being Repowered

The dragger *Roberta Ann*, owned by Fred Landry, is being repowered by a General Motors 6-110 Diesel at D. N. Kelley & Son Marine Railway, Fairhaven.

The *Carol Ann*, the former dragger *Stella Maris*, is having her engine overhauled at Kelley's. She is owned by Louis Doucette.

### Davis Launches New Fishing Boat

The *Carolyn Rene*, a 36-ft. fishing boat, was launched recently at Annisquam by Winthrop A. Davis, builder and owner of the boat. Mr. Davis has built several boats and he plans to use this one for lobstering at first and later to go dragging or scalloping.

The vessel has a 10 ft. 8 in. beam, and will draw about 5 ft. She has a flaring bow and is wide all the way to her flat stern. A trunk cabin forward will leave about 14 ft. of cockpit. The 4-51 General Motors Diesel will be in the cabin.

## California Having Good Albacore Tuna Run

During the later part of July the research vessel *John R. Manning* radioed it had run into large schools of albacore tuna 700 miles west of Eureka along the northern coast. The *Manning* moved in about 150 miles offshore and out from Blunt's reef. Soon reports came crackling over the air that boat after boat was heading for that area. From Seattle came the *Linda*, the *Eastern*, the *Coral* and many other trollers and some of the large schooners. Apparently there were tuna all along the line from Newport, Oregon, where good catches were reported, to Point Arguello, Calif.

It was from this latter point that the biggest catches were being made the end of July. From north and south the fleet congregated and reports of from 100 to 300 fish a day were not uncommon. It is usually mid-August before albacore reach this point from southern waters on their way up the coast.

A mass survey of albacore migratory paths in midsummer is being made off the coast of northern California under the guidance of the Fish & Wildlife Service. Eleven ships, including two Government ships, the *John R. Manning* and *Hugh M. Smith*, will fish an area 40 miles wide, 350 miles long, about 350 miles off the coast in a north-south direction. Knowledge gained by this study will be used to predict the path of the albacore migrations in the future.

### Fishermen Eligible for Unemployment Benefits

Gov. Goodwin S. Knight on July 15 signed into law a bill making California fishermen eligible for special unemployment benefits. According to the bill, fishermen who work at their trade a week, but make less than the maximum of \$40 a week unemployment pay received by jobless workers, will be eligible to receive the difference between their actual earnings of that week and the \$40.

The bill is designed to tide fishermen over poor seasons and seasons when there is no fishing, so that they will stay in the industry rather than seek other types of jobs.

### Vessels Change Ownership

The *Castaway*, 34-ft. Columbia River troller, has been purchased by Floyd E. Johnson, Jr. of Fort Bragg from George Ward of Seaside. The boat was fished for many years by John Danielsen, now in his late seventies and presently fishing with his son, Davis, on the *West Point*. Johnson will fish salmon the rest of the season and



The "Donna Lou", new 42' troller owned by Capt. and Mrs. Roy Stephens, was built last year in Coos Bay, Oregon, where the Stephens fished for salmon. This year they will go farther south for the albacore run. The "Donna Lou" is powered with a General Motors 4-71 Diesel, and is equipped with Bendix depth sounder, Kolstrand salmon gurdies and Sudbury Plexiglass vents. Decks of the boat are covered with Fiberglas.

then catch black cod through the Winter, basing the *Castaway* at his Noyo River home port, Fort Bragg.

Roland Belinger has recently acquired the 32-ft. troller *Sampo*; Roy Stone of Stockton has purchased the *Janie W.* from Bill and Janie Windbigler of Santa Cruz.

### Protest Albacore Imports

Strong protest against the Government policy permitting unlimited import of frozen Japanese albacore tuna was registered July 20 by the Federated Fisherman's Association, Inc. The Association joined the American Tunaboat Assoc. and numerous other domestic fishing industry organizations in seeking to limit imports of "cut-rate" frozen and canned tuna.

Joseph J. Madruga, president of the American Tunaboat Assoc., charges that 14,000 tons of albacore have been delivered to American markets by Japanese exporters at about \$100 a ton below their cost of production.

A hearing was scheduled in Washington July 29-31 on a proposal to amend the Antidumping Act of 1921. Harold Cary, manager of the American Tunaboat Assoc., was to attend.

### Planning for Fishermen's Fiesta

Plans for the colorful Parade of the Fishing Fleet which will climax the San Pedro Fishermen's Fiesta October 5 and 6, were launched as the first four fishing boats registered for the pageant.

Tony Vidovich, skipper of the purse seiner *Vittorio*, was the first to sign up, followed by Vince Guarrasi, skipper of the *Santa Rita*; Nick Trutanich, *Star of San Pedro* and Jerry Kusar and Paul Biazovich of the *Liberator*.

### Builds Plastic Model of Tuna Clipper

A detailed, \$22,500 plastic model of a tuna clipper is on display at San Diego. Built by William C. Miller, a San Diego marine surveyor, with the help of Plastik-Arts Co., it is expected to influence the future design of tuna clippers.

The model is complete in every detail, has miniature working engines, tanks, motor and pumps, even a tiny anchor chain. It was built to test ship behavior in simulated sea conditions.

Because it is plastic and therefore transparent, the model is superior to conventional wax and wooden models used through the years in testing design ideas.

### Bluefin Fishing Best in Years

Bluefin fishing by the San Pedro fleet has been the best this year in several years, according to the Fish & Wildlife

Service. Up until July, local boats had landed at least 2600 tons, as compared to 1500 tons at the same time in 1956 and 800 tons on the same date in 1954. Some boats have reported total catches of over 100 tons.

A week-long dispute between San Pedro tuna boat owners and four major Terminal Island canneries ended last month with the local fleet accepting a \$20 a ton cut in the price of bluefin tuna.

### "San Juan" Makes Maiden Trip

Capt. John B. Mladinich supervised sea trials of the new tuna clipper *San Juan* which started July 17. The *San Juan*, Capt. Dave Rico, made her maiden voyage to the fishing banks early this month.

### Campaign to Increase Albacore Sales

A drive to push sales of albacore tuna caught and canned by San Pedro and southland fishermen was outlined last week by Peter Repovich, manager of the California Commercial Fishermen's Assoc. An intensive campaign is underway to increase sales of albacore canned under the "American" label. At present sales are being pushed in San Pedro, Wilmington, Long Beach and Los Angeles, but if successful, the effort will be expanded to cover the entire nation.

So far this year the Association has had 6,000 cases of albacore canned at the Franco-Italian Packing Co. and the South Coast Packing Co., both Terminal Island canneries.

### Tagged Tuna Caught

The tuna tagging program of the California Dept. of Fish and Game has demonstrated that this fish is one of the widest ranging species in the Pacific Ocean. A yellowfin tagged in March of this year, off El Salvador, was caught two months later off Mexico, 900 miles away.

An albacore caught July 3 of this year by Capt. George H. White on the *Jessie A.* out of San Diego, established a new albacore record for being "at liberty." It had been tagged almost two years ago. The previous "at liberty" record was one year.

Capt. White also caught another tagged fish on July 5. It had been tagged September 3, 1956, off Monterey. Out of this group of tagged fish, an albacore was recovered on June 1 of this year 145 miles east of Tokyo. This made the two fish, together at Monterey 14 months ago, now separated by 1500 miles.

### Strike of Salmon Fishermen

The strike of salmon fishermen against lower prices offered by buyers for catches in the Eureka-Fort Bragg area did not affect Moss Landing fishermen. Local boats and skippers including Art Erwin of the *Edith M.*, Jack Leslie of the *Verdun*, Earl Painter on the *Kolie*, Ed. Thomas on the *Neptune*, Holly Coxon on the *Pandora*, Clayton Hollinshead of the *Shrimp*, Bill Tomlinson of the *White Angel* and Claude Webb on the *Dede* continued to bring salmon into port.

### Ward Acquires Moss Landing Marine Store

George Ward, former owner of the trollers *Alice B.* and *Castaway*, is the new owner of the marine store at Moss Landing. Future plans for the store include doubling of the floor area and the addition of a much needed mechanical service shop, including engine, electrical repairs and welding.

### National Steel Buys Martinolich Shipyard

National Steel and Shipbuilding Corp. of San Diego, Calif., has announced acquisition of the adjacent Martinolich Shipbuilding Co. With this purchase, National Steel adds 15 acres of waterfront property, a 2,800-ton floating drydock, a 1,000-ton marine railway, two 1,000-ton launching ways, two 650-ft. outfitting piers, as well as extensive carpenter shops, machine shops and sheet metal facilities.

Vessels being built at the present include two 127 ft. steel tuna clippers.

## Washington Leads Pacific Coast in Shrimp Catches

Washington has taken the lead in shrimp fisheries of the Pacific Coast. More than a million pounds of small pink shrimp with a value of \$70,000 to fishermen had been landed at Westport up to the middle of July.

Last year the Kaakinen Fish Co. of Westport installed a peeler machine and production now has forced installation of a second peeler. The firm now can handle 35,000 lbs. of shrimp a day.

Four boats are employed dragging for the shrimp at depths of 60 to 85 fathoms off the coast at Grays Harbor. Success of the fishery at Westport has led to interest by other communities. Cannermen at Willapa Bay and Astoria, Ore. are considering installation of similar peelers.

### Moore Named Director of Fisheries

Milo Moore, State Fisheries Director from 1945 to 1949 in the Wallgren administration, has been restored to that post by Gov. Rosellini. Rosellini appointed Moore to succeed Robert Schoettler. Moore, a commercial fisherman at La Conner before working for Gov. Wallgren, has been acting as a consultant to the U. S. Senate Interstate and Foreign Commerce Committee, headed by Sen. Warren Magnuson.

Moore was formerly an American member of the Sockeye Salmon Commission. He later went to Greece for the Economic Cooperation Administration, and then to Korea where he spent two and one-half years working with the United Nations on fishery matters in Japan, Okinawa and Hong Kong.

Gov. Rosellini also appointed Clarence F. Pautzke as Assistant Director of the State Department of Fisheries. Pautzke, who has headed the Fishery Management Division of the State Game Department for the last several years, succeeds Don Goodings.

### Pacific Halibut Production Good

The Pacific halibut catch this year may exceed the 67,000,000-pound harvest of 1956, according to the Fish & Wildlife Service. The Service reported that the seasonal highs in halibut landings would be reached during July, August and September.

Commercial fishing boats and Fish & Wildlife Service vessels have been searching for tuna off the West Coast. The commercial fishing boat *Kiska* reported by radio recently that she had found tuna about 150 miles west of Cape Arago, the promontory below Coos Bay, Oregon.

### King Crabs Endangered by Tangle Nets

The use by Japanese fishermen of tangle nets may be endangering the future of the North Pacific king crab industry, according to Sen. Warren G. Magnuson. Magnuson has recommended that the United States assign at least one observer acceptable to the industry to watch the Japanese operations this Summer and make a report.

United States fishermen say it is impossible to return immature and female king crabs which have been caught in tangle nets to the water alive.

### Want Regional Fishery Office in Seattle

Congressmen Thomas M. Pelley and Thor Tollefson last month urged the establishment in Seattle of a regional office of the Bureau of Commercial Fisheries. In a letter to Interior Secretary Fred Seaton, they asked that he make all deliberate speed on the project. They stressed the fact that Seattle is the acknowledged geographical and economic center of the commercial fishing industry in the Pacific Northwest.

### Propose Four-Day Week For Salmon Fishing

The International Pacific Salmon Fisheries Commission, in a meeting at Bellingham last month, proposed a four-



The "Tajlum", 50' drum seiner owned by Frank Muljat of Bellingham, Wash. She is finished with Woolsey paint, uses RPM Delo lubricating oil, and is equipped with 165 hp. General Motors Diesel, 3:1 Western reduction gear, Raytheon "Fathometer" Jr. depth sounder and Metal Marine automatic pilot. The vessel's nets are between 280 and 300 fathoms long and anywhere from 12 fathoms to 25 fathoms deep.

day-a-week limit on fishing during August and September. The Commission will meet at a later date to make a final decision.

For the first time the regulations will cover both sockeye and pink salmon fishing. Speaking for the Puget Sound purse seiners, Nick Mladnich of Tacoma pleaded for a five-day week, and all of the industry representatives went along.

### Alaska Herring Research Project

The Fish & Wildlife Service's vessel *John N. Cobb* left Seattle July 15 for extensive explorations of herring in Alaska, and to find out, mainly, if schools of herring in commercial quantities exist in the open ocean off Alaska. The Cobb will return on August 30.

Fishing vessels crossing the Gulf of Alaska at times have reported seeing schools of herring in the open ocean, but more information is needed on the existence, abundance and availability of offshore herring stocks. It is important to know to what extent the inshore herring migrate offshore, and also to determine if there are stocks of offshore herring and what contribution they may make to the inshore fisheries.

The Cobb was to start exploring the waters off Baranof Island in southeastern Alaska and work up to Prince William Sound. A Sea Scanar will be used to assist in locating herring schools. Midwater trawls and gill nets will be the principal types of gear employed for catching herring. Detailed records will be kept of the location, numbers, size, composition, movements and availability of all herring schools located offshore.

### Closed Periods for Gill-Netting

A proposal to limit gill-net fishing in the Grays Harbor and Willapa harbor areas to the daylight hours has been deferred. A July 15-November 30 commercial salmon fishing season has been set for the area, with regulations the same as in 1956.

Beginning Sept. 30 the weekly closed periods for the general salmon season will be 24 hours, starting at noon Saturdays on Willapa Harbor and 6 p.m. Saturdays on Grays Harbor. Prior to Sept. 30 closures will be for 48 hours on Willapa beginning at noon on Friday and 48 hours on Grays Harbor east of buoy 17 in the outer bay beginning at 6 p.m. on Friday. The extra day is intended to improve escapement of chinook salmon.

### University to Continue Salmon Tagging

The Fish and Wildlife Service has renewed its contract with the University of Washington to tag salmon in the



The 53' "Karen" owned by Vernon J. Graham of North Bend, Oregon, and powered with a 300 hp. Cummins Diesel. She fishes all the way from Alaska to Mexico.

waters of the North Pacific. The new contract covers the period July 1, 1957, to June 30, 1958, and is in the amount of \$258,000.

### "Pacific Maid" Launched for Hansen

The 57' x 17' *Pacific Maid* was launched recently at the Harold Hansen Boat Co. on the Lake Washington Ship Canal. Sharon Hansen, daughter of the builder, served as sponsor. The craft will be operated by Don Hansen, first in the fishing industry on Puget Sound and later will be sailed to Alaska.

### Studying Salmon Spawning Migrations

A McNary Dam phase of the University of Washington research project on salmon strength and fatigue in the upriver migration is being shifted to Rock Island Dam to continue the field check on campus laboratory findings. One of the conclusions drawn from the laboratory testing is that a salmon swimming upstream is like a boxer training for a fight, as it continues to fight the current it grows stronger and faster. The research is expected to throw light on the questions of how much the water speed should be controlled in fishways; where the fish can be given resting spots and whether passage through a fishway involves undue expenditure of energy.

### Seattle Landings for July

Otter trawl landings at Seattle were light during July, having totalled only 1,048,300 lbs. This was 426,700 lbs. below production in June of this year, and 281,600 lbs. less than the catch landed in July 1956. True cod was the leading variety, with 269,700 lbs., which was a decline of 131,400 lbs. from July of last year.

In the halibut fleet fishery, 2,802,700 lbs. were landed in July, and this was nearly a million lbs. less than in the previous month, and about 300,000 lbs. lower than the July 1956 catch. The catch in July of this year consisted of 2,626,800 lbs. of halibut and small amounts of rockfish and sablefish.

### Georgia Names Duggan to Commission

J. Roy Duggan, vice president of the SeaPak Corporation, St. Simons Island, Ga., has been named as the State industry member of the Atlantic States Marine Fisheries Commission. Mr. Duggan is also chairman of the National Shrimp Congress, president of the Southeastern Fisheries Association, a director of the National Fisheries Institute, and a director of the Shrimp Association of the Americas.

## Oregon Fish Commission Plants Soft Clams

The Oregon Fish Commission has just completed the first part of a project to restore the former high production of soft-shells in the Siuslaw area. In all about 2,000 pounds or 15,000 clams will be planted, and nearly 1300 pounds were transferred in late June.

At the Siuslaw planting site, the seeding area was staked off and clams were set out in rows, not unlike potato planting. Holes were made with a makeshift planting tool. Each clam then had to be hand-planted and covered with tide flat muck.

The Siuslaw River east of U. S. 101 has been closed to all clam digging and will remain so until at least October 1, 1959 to protect the new seed stock. Biologists will make periodic checks of the area during the next two years to see how the planted soft-shells are progressing.

### Early Arrival of Albacore

A delivery of albacore was made in Yaquina Bay on July 20 when the boat *Kay D.*, Capt. Harry Larsen, brought in a four-day trip of 14,800 pounds, a month earlier than the first one of last year. On the 22nd the *Mercur* of Seattle, Capt. Stanley Hovik, delivered about three and a half tons to Point Adams Packing Co.

The tuna landed by the *Kay D.* were caught offshore about 140 miles and ranged out from Cape Blanco. As yet no concentration of tuna has been located and boats are scanning the seas in a wide pattern. The fish appear to be farther offshore than in other years.

The boat *Flicker*, Capt. Gus Wagner of Newport, is among several boats which are making exploratory trips in search of tuna for the Fish & Wildlife Service.

Salmon fishing continued poor last month, and the heaviest catches were being made south with more of the fleet going to Umpqua, Coos Bay and harbors south.

### Chinook Salmon Assisted Upstream

A major threat to possibly 25 percent of the spring chinook salmon spawning stock of the McKenzie River was alleviated last month through combined efforts of the Oregon Fish Commission and the Eugene Water & Electric Board.

The fish - an estimated 4000 - had apparently been drawn into the diversion by flows that exceeded those of the main McKenzie River, which were abnormally low. The Game Commission finally closed the area to all angling and began excavating a ditch from the canal to the main river so that the potential spawners could move on up the McKenzie River.

Several days later 2220 of the big fish had been counted through a Fish Commission hatchery rack just above Hendricks Bridge on the McKenzie. Loss of the trapped fish could have made serious in-roads upon future Willamette River spring chinook production because the McKenzie River has been estimated by the Fish Commission to support at least 40 percent of the entire Willamette spring salmon run.

### Salmon Boats Tied Up

An abrupt slump in salmon catches occurred all along the Oregon coast the second week in July and salmon boats at Yaquina were tied up waiting for a better outlook. However, old hands have seen this happen before in mid-July without spelling the end of the Summer run.

### Tagged Albacore Caught off Japan

On June 3 a tagged albacore which had been marked with a tubular plastic type tag on August 11, 1956, about 300 miles off the Oregon coast by Fish Commission biologists, was caught by a Japanese vessel off the coast of Japan. During the ten months the fish was at liberty, it had doubled its weight.

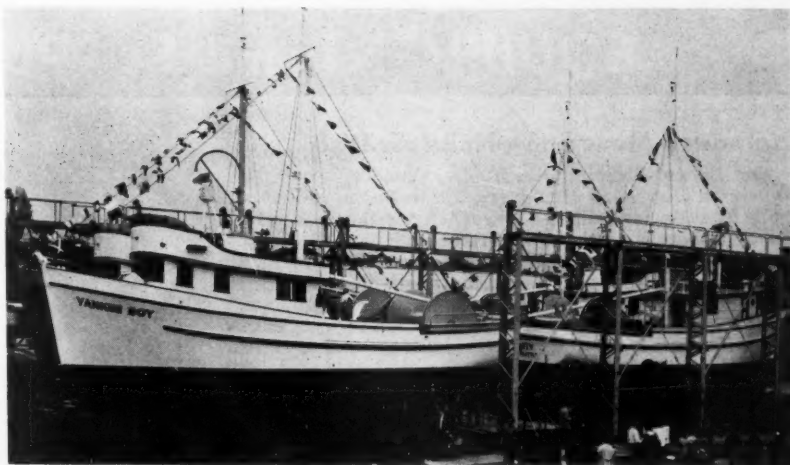
## Bellingham Builder Completes Five New 56-Foot Seiners

Five seiners recently have been completed for the Northwest fishing industry by Bellingham Shipyards Co., Bellingham, Wash. Four of these boats, all 56' x 15', were launched simultaneously. They were the *Yankee*, owned by Paul Glenovich; *Yankee Boy*, Robert Glenovich; *Patty J*, S. A. Johnson; and *Kemo Sabey*, Peter Kink.

The boats were designed by William Garden of Seattle, Wash., and have transom stern for reel type seine. The hull construction incorporates all laminated fore and aft framing, and also a large amount of laminated transverse framing, such as deck beams. Fir planking is used.

Equipment on the seiners includes hydraulic-powered seine reels and turntables, 110 General Motors Diesels driving through 4½:1 reduction gears, Monel tail shafts, 110-volt Onan Diesel auxiliary generators, Rowe anchor and seine winches, and automatic pilots.

The latest seiner to be constructed by the Bellingham Shipyards Co. was the *Yankee Girl*, owned by John Glenovich.



Four new 56-foot seiners on the ways at Bellingham Shipyards Co., Bellingham, Wash.

## Maryland Fishermen Making Big Catches of Hardheads

Commercial fishermen report that hardheads are being caught in greater numbers in the lower Chesapeake Bay this year than they have been for the past ten years or more. The fish are also said to be running much larger in size than for several years.

Some Virginia boats have been coming in to Crisfield with their catch two or three times a week. The fish have been packed in 100-pound boxes, iced and shipped in refrigerated trucks to the city markets the same day they are caught. Some of the boats have been bringing in over 100 boxes a day.

## Fresh and Salt-Water Ice Compared For Preserving Haddock at Sea

Salt-water and fresh-water ice were used recently to ice representative lots of eviscerated haddock aboard the Bureau of Commercial Fisheries' research vessel *Delaware*, which operates out of Boston. No significant differences in preservative effects were noted.

The fish stored in salt-water ice and in fresh-water ice under laboratory conditions were of excellent to good quality until the 9th day of iced storage, and of acceptable quality from the 9th until the 13th day of iced storage. The fish stored in salt-water ice were cooled faster than the fish stored in fresh-water ice. However, the salt-water ice melted faster than the fresh-water ice and left the fish with less protecting ice. Therefore, since melted ice was not replaced, fish in salt-water ice eventually rose to higher temperature than those in fresh-water ice.

These results show that in order to maintain fish in salt-water ice at a temperature close to the melting point of this ice, sufficient quantities of ice must be used to compensate for the faster melting rates.

## South Carolina Exports Seed Oysters

A shipment of seed oysters recently was harvested for export from South Carolina. William Huff and Alston Badger, from their leased grounds in Stono River, shipped between 1,000 and 1,500 bushels of seed oysters to the Tangier Island Co. in Virginia. The seed oysters were grown on cultch planted on wire racks.

This budding new industry is the result of more than six years of cooperative study between Bears Bluff Laboratories, the Chesapeake Biological Laboratory at Solomons, Md., and the Virginia Fisheries Laboratory at Gloucester Point, Va.

## Expect Good Season for White Shrimp

The smaller creeks were swarming with tiny white shrimp the latter part of June. Since these small white shrimp will develop rapidly into the Fall crop, this should be a good year for white shrimp.

## Experts Predict Good Clamming Season

Maryland fisheries experts are optimistic about prospects for the 1958 clamming season. They base their optimism on a Spring sampling of various soft shell clam producing areas throughout the State.

H. T. Pfitzenmeyer, a member of the staff of the Maryland Dept. of Research and Education, said the Spring sampling revealed a very good Winter survival of last Autumn's set. These clams now average more than one-half inch in length, and will reach their market size of two inches during Spring and Summer of 1958.

Another cause for optimism among clammers is the apparently successful Spring set which took place this year.

## Oyster Shells Planted

More than 12,000 bushels of oyster shells have been planted in Chincoteague and Sinepuxent Bays by the Dept. of Research and Education. Purpose of the plantings is to develop local sources of seed oysters for oyster planters. The shells were supplied by the Dept. of Tidewater Fisheries and were planted during the first two weeks of July.

## Hard Crabs Late in Appearing

The run of hard crabs in Crisfield waters, expected to appear in mid-July, has not yet arrived, but the female crabs are appearing as is usual at this time of year.

A number of local watermen have reported that there are large numbers of small (undersized) crabs on the river bottoms. They state that by the middle of August, if the present signs don't fail, there will be a large increase in hard and peeler crab catches.

# EQUIPMENT and SUPPLY NEWS

## Hathaway Made Snow-Nabstedt Distributor

The Snow-Nabstedt Gear Corp., Hamden, Conn., has appointed Hathaway Machinery Co. in Fairhaven, Mass., as its New England distributor. Their territory will cover the area from the Connecticut-Rhode Island State line to the Canadian border. The appointment is in line with Snow-Nabstedt's aim of giving more complete service to the users of S-N and the old Joe's gears.

Hathaway Machinery Co. is well known to most North Atlantic commercial fishing fleet owners, having served the industry for over 38 years, doing engine overhauling and all types of repair work. The plant is located on Hathaway-Braley Wharf at Fairhaven, Mass., with dock-side facilities and receiving and shipping facilities for overland transportation. Hathaway will provide repair service on S-N gears through factory-trained personnel, and the firm is appointing dealers in the major commercial fishing fleet centers in New England.

## Onan "Blue Book" on Generating Plants

D. W. Onan & Sons Inc. of Minneapolis, Minn., has revised their "Blue Book" of general information concerning the selection of engine-driven electric generating plants. The pocket-sized booklet traces the history of electric plant development from the early stages where storage batteries were necessary, to today's modern single-unit, engine-generator power plants.

Described in simple, easy-to-understand language are the three general groups of electric plants: Alternating Current (A.C.), Direct Current (D.C.) and Battery Charging. Plant operation for each type is thoroughly discussed.

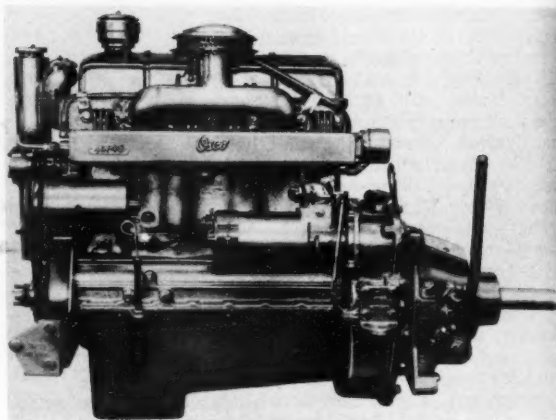
The booklet reviews the three types of prime mover which furnish the mechanical power for driving the generator, namely: gasoline engine, Diesel engine and gas engine. Cost of operation and installation of each type is discussed. Differences of engine cooling are compared, starting methods are described and a concise summary of important points to remember in selection of an electric generating plant is also included.

## "More Net Profit" Is New Cat Booklet

A new booklet entitled "More Net Profit" is being offered by Caterpillar Tractor Co., Peoria, Ill. It tells the story of the part Cat Marine Diesels are playing in the fishing industry, and is illustrated with drawings and photographs. The booklet is filled with actual case histories of vessels and their operations.



Goodrich Cutless rubber propeller shaft bearing in 10 $\frac{3}{4}$ " size.



40 hp. Osco-Ford Diesel auxiliary.

## New Osco-Ford Diesel Auxiliary

Osco Motors Corp., Philadelphia 40-AF, Pa., has introduced an auxiliary shipboard model of the well known 4DF Osco-Ford Marine Diesel. Original models of these 4-cylinder units were designed and built for Marine Refrigeration Service of Tampa, Florida, for the purpose of driving shipboard refrigeration compressors.

The 4DF auxiliary is rated 40 constant duty horsepower at 1800 rpm. and each is individually clutched. The cooling system may be entirely closed by using gridcooler exchanger or engines can be supplied alternately with on-engine heat exchanger system. Piping of exhaust may be optionally wet or dry, while additional power take-off drives (not clutched) can be taken from the front end.

Although designed originally for refrigeration purposes, the 4DF auxiliary also may be used to drive 15-25 kw. generators, fish and fire pumps, etc., where not more than 40 hp. constant duty demand occurs at 1800 rpm.

## Literature on Goodrich Cutless Bearings

The B. F. Goodrich Industrial Products Co. has announced the release of a new engineering data bulletin (Number 482-A) on Cutless rubber propeller shaft bearings. The literature is available through Lucian Q. Moffitt, Inc., 504 Evans Building, Akron 8, Ohio, National and International distributors and engineers of Cutless bearings.

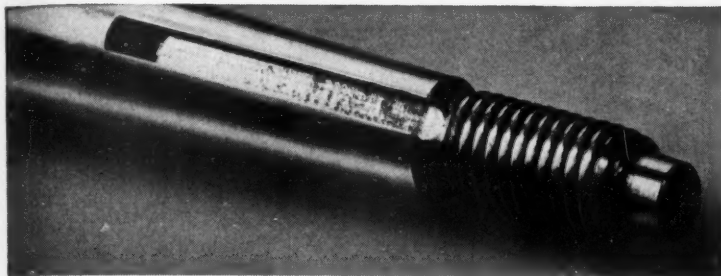
The bulletin contains tabular dimensional data covering Cutless bearings from 6 inch through 15 inch diameters, which embraces the range of sizes ordinarily suitable for large fishing vessels. Technical information included in the new literature is of special interest and value to naval architects and marine engineers in the selection of correct bearings for new ship construction or conversions. Stock sizes are keyed to the tabular dimensional data to provide quick references to bearings available for prompt shipment.

The B. F. Goodrich Co. has been manufacturing Cutless rubber bearings for more than 30 years in a complete range of sizes. Also available from Moffitt is other descriptive literature covering Cutless bearings from  $\frac{3}{4}$  inch through 6 inch diameters for fishing boats.

## New Sunhood for Sonar Depth Indicator

Sonar Radio Corp., 3050 West 21 St., Brooklyn 24, New York, has announced a new Sunhood that slips over any Sonar D 120 series depth indicator and enables the operator to read depth in the brightest sunlight. It avoids wash-

# Propeller Shafting of unusual strength



Tensile Properties of  
Tempaloy-917 Propeller Shafting

Diameter in Inches	Tensile Strength psi, min.	Yield Strength* psi, min.	Elongation in 4 X. Dia., Percent (min.)
Over 1/2 to 1 incl.	100,000	50,000	5
Over 1 to 2 incl.	90,000	45,000	6
Over 2 to 4 incl.	85,000	42,500	10

\*At .50% elongation under load.

## Tempaloy-917

A Nickel-Bearing Bronze NOW READILY AVAILABLE



**TEMPALOY-917** Shafting was developed by The American Brass Company as the high-strength companion to the nationally known Tobin Bronze Propeller Shafting. Tempaloy-917 has these features: Toughness and High Yield Strength • High Resistance to Shock • Excellent Corrosion Resistance • Lighter Weight • Specially Straightened • Close Diameter Tolerances • Individually Wrapped and Trade-marked • Reasonably Priced.



**TOBIN BRONZE®** Propeller Shafting is also an exclusive Anaconda product. The dependable performance over the years of thousands of Tobin Bronze Shafts in service on pleasure boats, fishing and other commercial craft has made it the first choice of leading naval architects and boat builders. Your boatyard or marine supply dealer can obtain Tempaloy®-917 Shafting promptly. Ask him to contact The American Brass Company, Ansonia Division, Ansonia, Connecticut.

67126A

## ANACONDA®

### PROPELLER SHAFTING

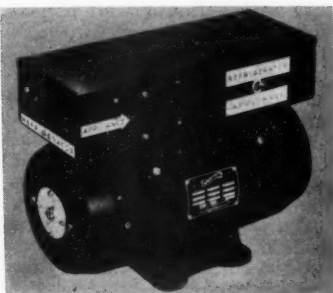
MADE BY THE AMERICAN BRASS COMPANY

outs and increases the brilliancy of the depth indication.

The Sonar Sunhood is made of light-weight aluminum and is especially treated to withstand the elements. This finish has the same hammer-tone coloring as the Sonar D 120 depth indicator. The weight of the Sunhood is one pound, and length is nine inches.

### New Carter Converter Runs AC Appliances

A new electric current converter that runs from storage batteries or other DC sources and operates standard 115 v. AC appliances from a coffee maker to full-sized refrigerators has been developed by Carter Motor Co., 2786A W. George St., Chicago, Ill. The refrigerator-appliance converter (patent pending) employs the rotary power design used by Carter in the manufacture of power supplies for ship-to-shore radiotelephones, radar installations, and direction finders.



New Carter electric current converter.

To conserve battery power, Carter employs an automatic "electric brain" sending circuit which operates the converter only when the refrigerator calls for power. Wiring and controls are completely self-contained for easy installation, which consists of simply connecting two wires to battery terminals. A standard plug-in receptacle, mounted flush with the converter case, receives the refrigerator cord.

In addition to running refrigerators and freezers, Carter's new converter provides a separate 750-watt convenience outlet to operate other 115 v. AC appliances. The

converter may be mounted on deck, bulkhead or ceiling in any horizontal position, upright, sideways, or upside down. Seven standard models are offered, to operate on 24, 28, 32, 48, 64, 115 or 230 v. DC.

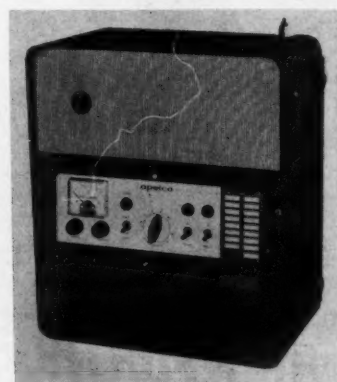
### Universal Reduces Parts Prices

The Universal Motor Co. of Oshkosh, Wisconsin, recently released a new price list covering repair parts for older models of Universal marine engines and power and light plants. Prices of repair parts for these discontinued models have been drastically reduced and supplies are limited.

Owners of older models are urged to write the Service Department of Universal giving the model and serial number of their engine or light plant. A copy of the price list for their engine will be mailed promptly.

### Apelco Telephone to be Exhibited in Italy

The Model AE-76CM marine radio-telephone manufactured by Applied Electronics Co., Inc., of South San Francisco, Calif., has recently received a signal honor. This unit has been chosen by the American Society of Industrial Designers' Triennale Committee for exhibition in the 1957 Triennale in Milan, Italy. It was one of 130 examples of outstanding American industrial design in the communications field sent to the Eleventh Triennale.



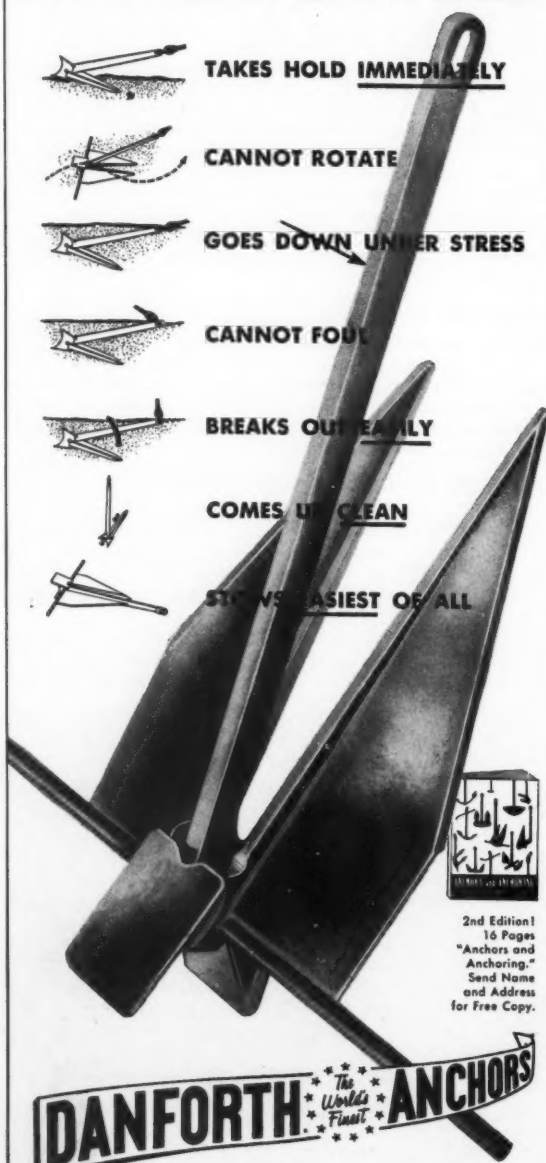
Apelco Model AE-76CM radiotelephone.

Eleventh Triennale.

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**handles easiest**

*because  
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## Great Lakes Lamprey Kill Large This Year

Leo Erkkila, supervisor of lamprey control for the Great Lakes Fishery Commission, says that since the last week of March when the electrical control barriers began operating, 57,069 sea lampreys have been killed at 39 barriers on tributaries of Lake Superior. Another 64,396 met death at 37 control barriers on Lake Michigan, and at an experimental station on Lake Huron, 8,163 failed to pass the electrical barricade, bringing the total to 130,618. By eliminating the lampreys before they spawn, Erkkila said, several million eggs also have been destroyed by the electrical barrier method so far this year.

Research has disclosed a chemical compound which gives hope of success in killing lampreys during the larval stage and when they are ready to go downstream to attack game fish. Actual stream experiments will be conducted in the future to prove the worth of the chemical.

Dubbed Dowlap by the Dow Chemical Co., which aided in its development and now produces it, the new chemical was one of two compounds of the 4,346 tested by Dr. Vernon C. Applegate and John H. Howell at the Hammond Bay, Mich. laboratory of the U. S. Fish and Wildlife Service over a three and a half year span. Meanwhile, Applegate and Howell have begun experimenting with a second chemical, which also shows promise as a lamprey killer, in their artificial raceway at Hammond Bay.

The raceway was constructed from materials taken from local rivers. Also put in the raceway by the researchers, to stimulate actual river and stream bed conditions, are three trout species, miscellaneous panfish, rough fish, turtles, frogs, forage minnows, salamanders, crawfish, and aquatic insects and food organisms common to trout streams.

## Alewife Competing with Chub for Food

The latest threat to commercial fishing in Lake Michigan is the alewife, a trash fish that is crowding out the chub, a State Conservation Commission committee was told at Milwaukee recently.

William Threinen of Madison, administrative assistant in State fisheries, told the Conservation Commission's Commercial Fishing Advisory Committee that the alewife has spread through all the Great Lakes in the last 25 years. For 50 years it had been found only in Lake Ontario.

The alewife is a bony trash fish used chiefly for animal food. Threinen said it was swarming in Green Bay and along the Lake Michigan shore. It competes with the chub for the crustaceans on which both feed.

Leo Erkkila, Ann Arbor, Mich., supervisor of lamprey control for Great Lakes Fishery Commission, said that alewife had become the dominant fish in Saginaw Bay of Lake Huron. This is likely to happen in Green Bay, he said.

Good chub prices recently have made commercial fishing profitable in Lake Michigan. A new plastic vacuum package that will preserve smoked chubs six weeks or more apparently offers a chance to create a National market for the fish.

Proposed commercial fishing regulations approved at the Milwaukee meeting for submission to local groups included the following:

Setting nets up to one-half mile from the shore of Milwaukee County, instead of a mile.

Use of float nets for herring in the closed seasons on other fish, with a June 20 date for discontinuing, to avoid conflict with sport fishing and boating.

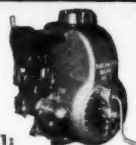
Use of one and three-quarter inch mesh gill nets in shallow water in late Winter and early Spring to catch smelt, except in reserve waters (such as Door County bays), where such fishing may be by permit only.

Use of pound nets for herring in the closed season for

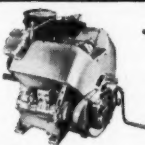
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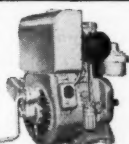
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Air-cooled, one-cylinder, 4-  
cycle, 6.5 BHP @ 1800 RPM



**AC2:**  
Air-cooled, two-cylinder, 4-cycle,  
v-type, 14 BHP @ 1800 RPM

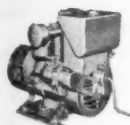


**WC1:**  
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**WC2:**  
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type, 4-cycle, 15 BHP @ 1800 RPM

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MARC air-cooled  
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trout and whitefish, except in Lake Superior, where permit must be obtained.

Use of shallow pound nets with short leads for smelt in Lake Michigan and Green Bay, except in reserve waters; also in Lake Superior if approved locally.

Use of floating trap nets for herring over deep water, instead of present restriction to 50 feet of water.

### Ohio Landings Show Increase

Total landings by Ohio commercial fishermen operating in Lake Erie waters during May amounted to 6.0 million pounds. Compared with the same month last year, this was an increase of 113,000 pounds. During May sheepshead led all other species in volume landed. Yellow perch was in second place.

### Fish Production from Lake Erie

Commercial fishermen of Ohio operating on Lake Erie take about 23,500,000 pounds of fish annually, or about 30 percent of the entire catch of 80,000,000 pounds made in the Great Lakes by American fishermen. New York, Pennsylvania and Michigan fishermen take about 5,000,000 pounds from Lake Erie each year.

Lake Erie is the most productive of all of the Great Lakes, Canadian and American statistics show. It is second only to Lake Michigan in the American part of the catch.

The principal species taken are blue pike, carp, yellow perch, yellow pike and white bass. The Ohioans take about 80 percent of the total American Great Lakes catch of blue pike, 80 percent of the yellow pike and half of the yellow perch.

### Green Bay Is Productive Herring Fishing Area

A paper on the Life History of Lake Herring of Green Bay, Wis., written by Sanford Smith, has been pub-

lished by the Fish & Wildlife Service, and brings out many interesting facts.

Lake herring are present in many of the deeper, colder lakes, but are seldom found in rivers, and Green Bay is the most commercially productive fishing area. In 1952 it produced nearly 40 percent of the United States catch of Great Lakes herring.

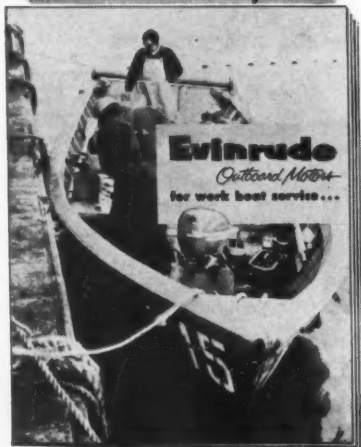
The maximum age of lake herring ever reported anywhere on the Great Lakes is 12 years, and the best represented age group of herring is between 3 and 4 years. Males and females grow at the same rate. Females are relatively more abundant in samples taken from pound nets in February than in May to December.

The Green Bay herring matures during the second year of life, and reaches maturity by the end of the third year.



The 42' trapnetter "John M. Dewey" owned by Al Szuch Fishery, Curtice, Ohio. She is finished with Pettit paint, uses Gulf fuel and lubricating oil, and is equipped with 145 hp. Chris-Craft engine, 25 x 22 Michigan propeller, Exide batteries, Columbian rope and White compass.

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## Louisiana's Hurricane-Damaged Plants Resume Menhaden Processing

The Louisiana Menhaden Co. and the Gulf Menhaden Co. were expected to be back in operation the first of this month. Both plants, located at Cameron, were seriously damaged by hurricane Audrey.

George R. Wallace of Wallace Fisheries, who also runs the Louisiana Menhaden Co., recently made a four-day survey of hurricane damage to his plant. Although the machinery and principal production area were intact, in the plant itself all the running gear was covered with 8 feet of salt water and mud. Twenty-three of the company's employees were killed, 14 being boat crewmen who were ashore at the time of the storm.

All of the firm's boats were sent to Lake Charles, with the exception of four. Two of these were tossed high and dry, one emerged in a leaking condition and the fourth surviving with no damage.

The Gulf fishing season was very poor up to the time Audrey hit, but since that time the menhaden have struck inland. The Port Arthur Menhaden Co. boats were reported to have taken a million fish on the 8th of July.

### Delcambre Shrimp Festival

The seventh annual Shrimp Festival and Fair was to be staged in Delcambre August 17 and 18, with the Blessing of the Shrimp Fleet to be one of the highlights of the two-day celebration.

Other events include coronation of the new shrimp queen, agricultural fair, motor boat races and a speakers' program. Thousands of pounds of boiled shrimp will be available during the affair.

### Oyster Association Elects

Louis Battistella of New Orleans was elected president of the Louisiana Oyster Dealers & Growers Assoc. at a meeting held last month. Others elected were Zeljko Franks, first vice-president; Frank Slavich, second vice-president; Gerald Hedrick, secretary and Emile Eymard, treasurer. Franks, Slavich and Hedrick are from New Orleans and Eymard is from Galiano.

New board members are Peter Tesvich, New Orleans, and Renie Cheramie, Cut Off.

### Morgan City Plans Festival

Plans are well under way for the 21st annual Shrimp Festival, to be held at Morgan City during the Labor Day weekend. Owners and captains of shrimp trawlers and owners and operators of all other types of boats are urged to prepare their ves-

sels for the Best Decorated Boat Contest which is to be held immediately following the Blessing of the Fleet.

The champion shrimp producer of the past year will be crowned king at ceremonies during opening night of the three-day festival, and many shrimp producers and their wives will be guests of honor.

## Mississippi Oyster Seed Bed Damaged By Dredging Work

State Rep. Upton Sisson of Harrison County, attorney for the Mississippi Seafood Commission, is attempting to find out if the Commission can take legal action against a dredging company from Port Lavaca, Texas, which they claim has ruined the only State-owned oyster seed bed on the Gulf Coast.

Specifications required that the dredging firm build dikes to confine the excavated material. The dike was not maintained and the slush flowed through a break over the oyster seed bed.

At present it is impossible to estimate the damage that has been done, but it is thought that the seed bed may have been ruined for years to come.

### Landings Show Large Gain

April Mississippi landings were featured by a catch of menhaden the latter part of the month, with the result that production for the month more than doubled the landings for April of last year. This year the total amounted to 2.7 million pounds. Other species showing increased landings were king whiting, red snapper and shrimp.

During the latter part of the month, most of the shrimp boats worked in the Mississippi Sound. Landings were mainly spotted shrimp or the pink shrimp variety mixed with smaller brown shrimp.

### Trawls for Red Snapper

The exploratory vessel *Silver Bay* returned to Pascagoula on July 1, completing a two-week exploratory cruise for red snapper in the Northern Gulf. A combination of mechanical difficulties and severe sea conditions due to hurricane Audrey restricted trawling operations.

Twelve trawling stations were made from the Mississippi coast to off Freeport, Texas in depths of 17 to 56 fathoms. Scattered small and medium red snapper were found in each area trawled.

# BOAT CATCHES

For Month of July

Hailing fares. Figure after name indicates number of trips.

## SEATTLE

### Halibut Fleet Fishery

Agnes O. (1)	29,000	Merit (1)	6,300
Akutan (1)	55,000	Midway (1)	40,000
Alaska Queen (1)	100,000	New Era (1)	50,000
Albatross (1)	48,000	New Washington (1)	46,000
Alma J. (1)	46,000	Nightingale (2)	20,400
Angeles (1)	45,000	Norrone (1)	40,000
Atlantic (1)	37,000	Nova (1)	15,000
Bergen (1)	43,000	Oceanus (2)	35,200
Bernice (1)	28,000	Orbit (1)	31,000
California (2)	63,500	Platinum (1)	52,000
Carmella J. (1)	25,000	Polaris (1)	65,000
Celtic (1)	50,000	Recovery (1)	40,000
Chelan (1)	40,000	Republic (1)	48,000
Christian S. (1)	22,000	Resolute (1)	39,000
Constitution (1)	48,000	Roselene (1)	33,000
Eclipse (1)	50,000	St. John II (1)	52,000
Elhel S. (1)	40,000	Salute (1)	54,000
Eureka (1)	7,900	Sanak (1)	34,000
Evening Star (1)	50,000	Sandra L. (1)	41,000
Flint (1)	40,000	Satrania (1)	32,000
Fortress (1)	16,000	Sea Bird (1)	33,000
Forward (2)	22,800	Seafarer (1)	25,000
Freya (2)	64,300	Seattle (1)	42,000
Gloria II (1)	24,500	Signe (1)	32,000
Grant (1)	45,000	Sonja (1)	33,000
Karen T. (1)	25,000	Susan (2)	95,000
Ilene (1)	58,000	Swift II (1)	8,200
Inez M. (1)	24,500	Sylvia (1)	50,000
Lindy (1)	60,000	Urania (1)	28,000
Lloyd (1)	33,000	Vivian (1)	48,000
Luaida (1)	49,000	Western (1)	33,000
Lucky Star (1)	42,000	Western Spirit (1)	69,500
Madlock (1)	12,000	Yakutat (1)	50,000
Marilee Ann (2)	34,600	Zenith (1)	57,000
McKinley (1)	47,000		

## NEW YORK

Dolphin (1)	31,300		
<b>Scallop Landings (Lbs.)</b>			
Barbara & Gail (1)	11,900	Duchess (1)	11,000
Beatrice & Ida (2)	21,300	Karinat (1)	10,400
David B. (3)	25,300	Richard Lance (1)	11,000

## STONINGTON (Conn.)

America (14)	31,600	Jane Dore (11)	16,400
Averio (12)	10,400	Lt. Thos. Minor (19)	30,200
Bette Ann (17)	21,000	Lisboa (7)	17,100
Carl J. (18)	55,200	Little Chief (11)	11,000
Carol & Dennis (1)	4,400	Marise (16)	14,400
Carolyn & Gary (19)	32,000	Myra & Julia (4)	11,000
Connie M. (17)	15,200	Old Mystic (16)	31,400
Fairweather (15)	51,300	Rita (1)	4,800
Five Sisters (2)	1,400	Theresa (5)	10,500
Irene & Walter (15)	24,600	William B. (11)	52,400

## WOODS HOLE (Mass.)

Angeline (1)	400	Little Sam (4)	37,000
Arnold (5)	67,000	Lynn (1)	1,700
Bernice (4)	24,600	Madeline (4)	14,200
Bluefin (4)	27,300	Margie L. (2)	11,600
Bridget Ann (1)	500	Maria & Julia (2)	10,800
Carl Henry (1)	19,300	Maureen (1)	800
Cook (1)	1,100	Mildred & Myra (3)	44,300
Curlow (6)	46,100	Morning Star (5)	23,000
Ebenezer (1)	1,100	Rita (1)	6,500
Fancy (4)	4,100	Roann (1)	4,400
Harvest (1)	1,000	St. George (1)	3,000
Intrepid (1)	2,800	Serafina (2)	7,000
Janet Elise (2)	5,600	Sonny & Joyce (2)	9,000
Janice C. (1)	600	Southern Cross (2)	11,200
Jolanona (3)	6,500	Theresa (2)	12,300
Judy Sue (2)	1,500	Viking (1)	6,400
Kathy Dick (1)	500	Winifred M. (6)	22,500
Little Lady (6)	4,700		

### Scallop Landings (Lbs.)

Clipper (1)	10,100	Papoose (1)	6,200
Florence B. (1)	10,100	Richard Lance (1)	10,100

### Swordfish Landings (Lbs.)

Bridge Ann (3)	3,800	Mary C. (1)	1,000
Dorothy Everett (1)	1,100	Natator (3)	5,000
Frigidaire (1)	1,100	Papoose (2)	12,500
Harvest (1)	400	Siegrid (1)	500
Ingrid (1)	600	Stella Maris (2)	1,500
Isabella J. (1)	1,300	Three Bells (1)	8,600

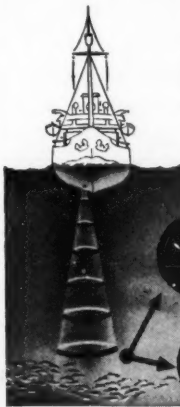
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5. It has simple, rugged design. Unitized construction permits at-sea replacement of basic elements as easily as changing a bulb.
6. It serves as an accurate depth finder, as well.
7. It is PROVEN! Dozens of satisfied captains on both coasts report the Fishscope helps them find bigger catches in far less time.
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Carlene (2)	3,300	Ocean (1)	300,000
Elin B. (5)	250,000	Romerly (2)	23,500
Ethel B. (2)	36,500	Schoodic (1)	2,900
Flo (2)	87,500	Squall (2)	520,000
Helen Mae II (3)	202,000	Storm (2)	475,000
John J. Nagle (1)	50,000	Surf (2)	510,000
Little Growler (3)	158,000	Tide (2)	530,000
Louise G. (3)	117,000	Wave (2)	565,000

### Scallop Landings (Lbs.)

Pocahontas (2)	22,000	Rhode Island (1)	11,000
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### PORTLAND (Me.)

Agnes & Elizabeth (2)	125,000	Ocean Life (1)	320,000
Alice M. Doughty II (4)	120,000	Quincy (2)	385,000
Andarte (4)	395,000	Rebecca II (14)	337,000
Bobby & Jack (3)	187,000	Resolute (2)	116,000
Challenger (23)	512,000	St. George (2)	370,000
Crescent (20)	727,500	St. Joseph II (14)	237,500
Dorchester (2)	200,000	St. Michael (11)	117,000
Dorothy & Ethel II (3)	77,000	Theresa R. (1)	120,000
Gulf Stream (2)	390,000	Vagabond (3)	67,000
Lawson (4)	243,000	Vandal (4)	246,000
Marie H. (16)	243,000	Vida E. II (20)	497,000
Mary & Helen (18)	287,000	Voyager (1)	20,000
Mascot (15)	271,000	Wawenock (2)	365,000
Median (2)	600,000	Winthrop (2)	340,000
Mockingbird (2)	97,000		

### NEW BEDFORD (Mass.)

Adventurer (4)	54,300	Kelbarsam (3)	48,200
Annie F. (1)	30,700	Lorine III (3)	33,000
Annie Louise (5)	42,000	Lynn (4)	38,800
Annie M. Jackson (4)	109,500	Major J. Casey (4)	142,000
Austin W. (2)	69,000	Marie & Katherine (4)	100,800
Barbara M. (1)	18,000	Mary Tapper (1)	23,000
Cap'n Bill (3)	38,000	Midway (2)	64,000
Cap'n Bill II (2)	80,500	Molly & Jane (3)	60,000
Carl Henry (1)	50,000	Nautilus (1)	42,500
Charles E. Beckman (5)	37,500	Pauline H. (2)	153,000
Christina J. (3)	66,900	Phyllis J. (3)	28,200
Comber (4)	80,900	Revenge (1)	7,300
Connie F. (2)	75,200	Roberta Anne (2)	58,100
Ebenezer (2)	13,500	Rosemarie V (2)	81,500
Elva & Estelle (4)	35,400	Ruth & Helen (2)	49,000
Eugene & Rose (2)	52,000	Ruth & Nancy (2)	11,000
Gannet (1)	26,000	St. Ann (1)	9,700
Gladys & Mary (3)	134,700	Shannon (3)	72,000
Growler (2)	47,500	Solveig J. (4)	176,000
Harmony (3)	74,400	Stella Maris (3)	56,800
Hope II (3)	82,500	Sunbeam (3)	96,000
Invader (3)	97,100	Susie O. Carver (4)	35,700
Ivanhoe (3)	90,300	Teresa & Jean (2)	108,500
Jacinta (2)	111,000	Two Brothers (5)	38,700
Janet & Jean (4)	13,400	Venture I (2)	59,500
Janet Elise (1)	1,500	Victor Johnson (3)	50,400
Joan & Tom (3)	53,400	Victory II (1)	9,500
Julia DaCruz (1)	41,000	Viking (4)	156,300
Katie D. (3)	173,700	Whaler (3)	136,200

### Scallop Landings (Lbs.)

Abram H. (3)	33,000	Linda & Warren (2)	15,000
Agda W. (2)	17,000	Linus S. Eldridge (3)	33,000
Aloha (3)	33,000	Louis A. Thebaud (3)	32,000
Alpar (1)	11,000	Louise (3)	33,000
Amelia (2)	22,000	Lubenray (2)	22,000
Babe Sears (2)	21,000	Malene & Marie (2)	22,000
Baltic (2)	22,000	Marjorie M. (2)	8,300
B. Estelle Burke (2)	22,000	Marmax (2)	22,000
Bobby & Harvey (2)	22,000	Mary Anne (3)	23,500
Brant (2)	22,000	Mary Jane (1)	11,000
Bright Star (3)	33,000	Mary J. Hayes (2)	22,000
Brother Joe (2)	10,500	Mary J. Landry (2)	22,000
Camden (2)	22,000	Michael F. Densmore (1)	11,000
Carol & Estelle (2)	22,000	Miriam A. (2)	14,000
Carol-Jack (1)	11,000	Monte Carlo (1)	11,000
Catherine & Mary (2)	22,000	Moonlight (3)	33,000
Catherine C. (2)	20,500	Muskegon (2)	22,000
Charles S. Ashley (3)	33,000	Nancy Jane (1)	11,000
Clipper (2)	22,000	Nellie Pet (1)	11,000
Dartmouth (3)	33,000	New Bedford (3)	33,000
Debbie Jo-Ann (2)	22,000	Newfoundland (2)	22,000
Dorothy & Mary (2)	16,000	Noreen (3)	32,700
Edgartown (3)	33,000	Norseman (3)	33,000
Eleanor & Elsie (3)	33,000	Pearl Harbor (3)	33,000
Elizabeth N. (2)	22,000	Pelican (2)	22,000
Empress (2)	22,000	Porpoise (1)	11,000
Enterprise (2)	22,000	Rosalie F. (2)	21,000
Eugene H. (3)	33,000	Rush (2)	22,000
Eunice-Lillian (2)	22,000	Ruth Moses (2)	22,000
Fairhaven (3)	33,000	Sea Ranger (2)	22,000
Felicia (1)	11,000	Sippican (3)	33,000
Flamingo (2)	22,000	Smilyn (2)	22,000
Fleetwing (3)	33,000	Snoopy (2)	22,000
Florence B. (1)	11,000	S No. 31 (2)	22,000
Friendship (2)	16,000	Stanley M. Fisher (2)	22,000
Jerry & Jimmy (2)	22,000	Ursula M. Norton (3)	33,000
John G. Murley (3)	33,000	Vivian Fay (2)	22,000
Josephine & Mary (1)	11,000	Wamsutta (2)	20,500
Kingfisher (2)	22,000	Whaling City (2)	19,000
Lauren Fay (2)	22,000		

### Swordfish Landings (No. of Fish)

Bozo (2)	32	Rose Jarvis (1)	25
Flavia (3)	8	Samson Joy (2)	77
Jennie M. (2)	31	Sankaty Head (1)	17
Mary D'Eon (2)	65		

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Admiral (2)	162,000	Little Joe (7)	89,500
Agatha (7)	935,000	Lone Ranger (2)	6,000
Althea (2)	12,700	Luckimee (2)	460,000
American Eagle (5)	58,500	Malolo (3)	202,000
Andrea G. (1)	105,000	Manuel P. Domingoes (1)	140,000
Anna Guarino (14)	94,000	Margaret Marie (7)	271,000
Ann & Marie (4)	66,000	Marianna II (8)	408,500
Annie (16)	110,500	Mary Ann (2)	45,000
Anthony & Josephine (1)	3,500	Mary Jane (2)	400,000
Atlantic (3)	144,000	Mary Rose (1)	150,000
Bonaventure (6)	1,045,000	Morning Star (10)	400,000
Cape Cod (7)	156,500	Mother Ann (2)	480,000
Carlansul (5)	28,500	Nancy & Maria (9)	217,000
Carlo & Vince (8)	363,000	Njorth (2)	11,500
Catherine B. (5)	583,500	No More (9)	11,500
Cigar Joe (5)	109,000	North Sea (2)	355,000
Clipper (2)	310,000	Ocean Spray (3)	177,000
Columbia (2)	213,000	Olympia (9)	765,000
Curlew (2)	315,000	Our Lady of Fatima (2)	440,000
Cushman (1)	230,000	Peggy Belle (2)	1,000
Dawn (8)	71,500	Phyllis H. (2)	5,500
Dolphin (2)	260,000	Pioneer (11)	22,000
Doris F. Amero (3)	145,000	P. K. Hunt (2)	228,000
Dragnet (4)	204,000	Ponce DeLeon (1)	1,500
Eagle (5)	951,000	Powhatan (2)	112,000
Eddie & Lulu M. (6)	21,500	Priscilla (6)	7,500
Edith L. Boudreau (2)	140,000	Prosperity (7)	8,000
Emily H. Brown (1)	190,000	Regina Maria (1)	8,000
Evelina M. Goulart (1)	87,500	St. Anna Maria (13)	566,500
Evelyn C. Brown (1)	240,000	St. Anthony (4)	690,500
Falcon (14)	176,500	St. John (6)	16,000
Florence & Lee (1)	190,000	St. Joseph (2)	79,000
Flow (2)	510,000	St. Mary (10)	372,500
Frances R. (6)	284,000	St. Peter (5)	382,000
Frankie & Jeanne (2)	4,000	St. Peter III (7)	428,500
Gaelano S. (8)	1,143,500	St. Providenza (8)	66,500
Gertrude E. (5)	5,500	St. Rosalie (1)	12,000
Giacoma (11)	29,500	St. Stephen (9)	17,500
Golden Eagle (2)	250,000	St. Terese (3)	190,500
Holy Family (1)	170,000	St. Victoria (1)	44,000
Holy Name (5)	192,000	Salvatore & Grace (1)	4,000
Immaculate Conception (3)	81,000	Santa Lucia (1)	100,000
Irene Y. (1)	160,000	Sea Hawk (2)	240,000
Jackie B. (4)	163,500	Sea Queen (3)	95,000
Jackson & Arthur (8)	172,000	Sebastiana C. (3)	260,000
J.B.N. (6)	543,000	South Sea (2)	85,000
Joseph & Lucia (7)	1,221,000	Star of the Sea (3)	131,000
Joseph S. Mattos (1)	180,000	Sunlight (2)	200,000
Josie II (7)	122,000	Swallow (1)	230,000
Judith Lee Rose (1)	270,000	Theresa M. Boudreau (1)	200,000
Killarney (2)	301,000	Tipsey Parson (15)	45,500
Kingsfisher (1)	210,000	Victoria (6)	5,000
Lady of the Rosary (2)	125,000	Villanova (1)	230,000
Linda B. (2)	6,500	Vincie N. (6)	685,000
Little Flower (8)	354,500	Virginia Ann (6)	137,500

## Gloucester Scallop Landings (Lbs.)

Angie & Irene (1)	9,000	Stephen R. (2)	22,000
Francis L. MacPherson (2)	22,000	Sylvester Whalen (3)	20,000

## BOSTON (Mass.)

Acme (4)	97,900	M. C. Ballard (3)	201,600
Agatha & Patricia (4)	122,600	Michael & Grace (1)	4,600
Alphonso (1)	4,800	Michael G. (4)	67,400
Annie & Florence (4)	84,600	Michigan (3)	368,700
Annie & Lucy (2)	32,200	Nancy B. (3)	116,700
Arlington (1)	104,000	Nautilus (1)	81,500
Atlantic (3)	301,000	New Star (2)	158,400
Baby Rose (3)	155,500	Notre Dame (6)	282,200
Bay (2)	162,000	Ocean Wave (3)	96,000
Bonnie (3)	331,100	Ohio (3)	130,000
Bonnie Billow (3)	288,100	Olympia LaRosa (5)	261,900
Bonnie Breaker (2)	179,200	Pam Ann (3)	242,600
Brighton (2)	165,000	Patty Jean (3)	312,600
Buzz & Billy (3)	124,200	Phantom (3)	373,400
Cambridge (3)	438,000	Princess (1)	23,200
Caracara (3)	121,700	Racer (3)	371,000
Carmela Maria (6)	123,200	Raymonde (2)	124,700
Carmen & Vince (5)	293,200	Red Jacket (3)	340,800
Charlotte G. (2)	45,800	Roma (2)	22,500
Cigar Joe (1)	48,700	Rosa B. (3)	278,500
Comet (2)	198,400	Rosie (6)	161,700
C. R. & M. (3)	115,500	Rush (2)	174,900
Dolphin (1)	33,700	St. Angelo (4)	162,200
Edith L. Boudreau (1)	55,600	St. Marco (3)	109,700
Elizabeth B. (3)	256,300	St. Rosalie (3)	86,700
Ethelena (4)	223,700	St. Victoria (1)	81,300
Evelina M. Goulart (2)	82,900	San Calogero (1)	22,300
Flying Cloud (3)	371,300	Santa Maria (6)	206,300
Four (3)	204,000	Santa Rita II (3)	37,300
Geraldine & Phyllis (3)	121,400	Stanley B. Butler (2)	119,900
Jane B. (3)	314,700	Star of the Sea (3)	113,600
J. B. Junior (1)	94,000	Terra Nova (3)	274,800
Jeanne D'Arc (4)	162,500	Texas (3)	231,500
Josephine P. II (2)	76,200	Thomas D. (4)	177,100
Leonarda (1)	3,500	Thomas Whalen (3)	127,000
Leonard & Nancy (4)	132,900	Villanova (4)	154,200
Mary Del S (4)	36,200	Weymouth (1)	82,600
Mary & Jennie (2)	28,700	William J. O'Brien (2)	168,100
Mary & Joan (3)	237,700	Winchester (3)	301,400
Mary Ann (2)	84,100	Wisconsin (3)	370,100

## Swordfish Landings (No. of Fish)

Christine & Dan (2)	114	Gertrude D. (1)	75
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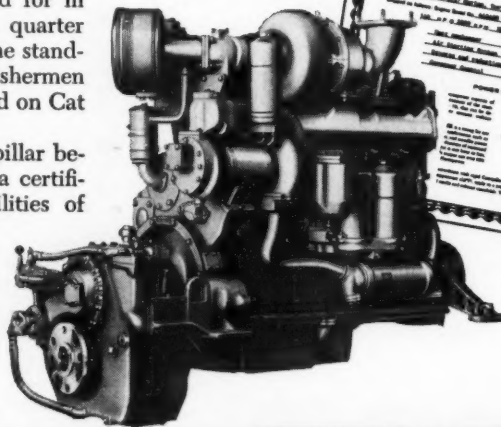
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## Connecticut Holds Second Annual Fleet Blessing at Stonington

Stonington fishermen, with the assistance of Gov. Abraham Ribicoff and Bishop Bernard J. Flanagan of the Norwich Diocese, observed their second annual Blessing of the Fleet program last month. The two-day ceremonies were highlighted by the religious portion of the program held on Sunday, July 7, when Bishop Flanagan blessed each dragger in the fleet and asked protection for the men and ships during the coming year.

An estimated 7,000 persons jammed the area at Longo's Dock for the ceremonies, and at least 2,500 of them went out on the draggers to witness ceremonies in which a wreath was tossed overboard in memory of fishermen who lost their lives at sea.

The *Lisboa*, skippered by Capt. Frank Vieira, and the *America*, captained by Higinio Rendeiro, received awards for being the most attractively decorated draggers.

Arrangements for the blessing were completed by a committee headed by Capt. James Henry of the dragger *New England*.

## New Marine Research Laboratory

The new marine research laboratory of the University of Connecticut located at Noank is expected to be in operation no later than next Summer, and should be of considerable aid in providing valuable information for commercial fishermen in the area. Studies to be undertaken at the laboratory include water conditions; pollution and effect of bacteria on animal and plant growth; salt water plants; a survey of the distribution of marine life in the area, and weather research.

When the new laboratory starts operations, a force of some 20 to 25 investigators will be present to aid in the

research program. Four or five men will work there on a year-round basis, and Dr. John S. Rankin, Jr. will be director of the laboratory. To help in the work, the 30-foot dragger *Libinia* has been purchased.

## Jacobs Named to Atlantic Marine Commission

Capt. Israel M. Jacobs, former business manager of the Southern New England Fishermen's Association, has been appointed as a member of the Atlantic States Marine Fisheries Commission. He will serve a three-year term.

Jacobs succeeds another Stonington man, John B. Bindloss, who had served for several years, both as a member and chairman of the Commission. One of Jacobs' first efforts as a member of the Commission will be an attempt to equalize license fees for commercial fishermen in the States of Connecticut, Rhode Island, New York and New Jersey.

## New Electronic Gear Installed

York Marine Radio, Stonington, has recently installed the Edo Fishscope in several Stonington fishing boats including *Our Gang*, owned by John Pont and skippered by Capt. John Rezendes; Capt. Antone Roderick's *Rita*, Capt. Dennis Cidale's *Carol & Dennis*, Capt. Joseph Krawiec's *Five Sisters*, Capt. George Berg's *Old Mystic* and Capt. Charles Fellows' *Dauntless*.

The dragger *Louann*, owned by Capt. George Roderick, has new Edo Fishscope, RCA Radiomarine radar, and Bendix Model 135 automatic pilot. The *New England*, owned by Alfred Robello and skippered by Capt. James Henry, has a new RCA Radiomarine ET8057, 100-watt telephone. The *William B.* owned by Capt. Roscoe Bacchiocchi, has a new Model 701 Raytheon "Fathometer" depth sounder.

## Rhode Island to be Site of Electrical Swordfishing Tests

The Fish and Wildlife Service sometime this Summer plans to go after swordfish off Block Island with electrical gear that will stun the fish before it can start its run. The gear to be used is an adaptation of the Atlas tuna-shocking gear developed in Sweden and used to some extent there and in Norway. It consists of a 24-volt transformer, a push-button control box and about 100 feet of braided hemp line with a wire core to carry the electrical charge.

For swordfishing a conventional dart or iron would be used. It would be stuck in the fish in the conventional way with a long pole wielded by a man standing on a pulpit jutting out from the boat's bow.

Instead of letting the fish run, dragging a yellow keg buoy or sometimes the boat's dinghy, the fisherman would hit the control box button, stun the fish, work it alongside and hoist it aboard. Results can't be foretold, but the method seems to offer a number of advantages that would make commercial swordfishing more efficient and therefore more profitable.

## Make Good Quahaug Catches

Quahaug dredgers working in the newly-opened east passage of Narragansett Bay took more than \$34,000 worth of shellfish from the area in two months. A report showed that in December the dredgers pulled 4,547 bushels of quahaugs worth \$18,476 out of the east passage, and in January of this year, 3,243 bushels worth \$15,541. The area was open only for those two months.

The fishermen also did very well in the Sakonnet River, their normal operating base. In February and March they dredged 19,953 bushels of quahaugs worth \$81,192.

## New Boat to do Tuna Research for Blount

Newbert and Wallace, Thomaston, Maine, recently launched the 57-foot *Aphrodite*, which will be used for research and development along the Atlantic Coast in tuna and other types of fishing. The craft is owned by Blount Seafood Corp. of Warren, R. I. She was designed by F. Nelson Blount, and is built along pleasure craft lines.

The vessel has a 16-foot beam, draws 3 feet, 8 inches of water, and was planked with Philippine mahogany. She will be equipped with steel tower, stand and boom at Warren for use in the coastal research work.

The vessel's twin General Motors Diesels develop 520 hp, and turn a single five-bladed propeller. Other equipment includes generators for 110 volt A. C. and 32 volt D. C. to handle electronic equipment.

## Quahaug Transplanting Operations

Extensive quahaug transplanting operations have been carried out recently throughout the State by the dredge boat *Stormy Weather* of the State Fish and Game Division. A total of 10,984 bushels of quahaugs have been moved from the Providence River to the waters off Rocky Point. Smaller areas are being transplanted off Wickford breakwater and in the northwest section of the Sakonnet River. All transplant areas are plainly marked with buoys.

## Dragger Sinks off Block Island

The 35-ft. fishing dragger *Barbara G.*, owned by John Cottle of Narragansett, sank in 120 feet of water last month after developing a leak off Block Island.

The *Barbara G.* was being towed by the dragger *Northwind* when the two parted in heavy seas. The dragger *Jane Lorraine* took aboard the two men who were on the sinking vessel. They were the owner and Michael Sterling of Oakland Beach, a crewman.

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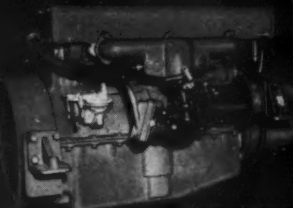
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## Texas Shrimp Catch Shows Gain Despite Hurricane

Gulf shrimping was suspended along the Texas coast for a week the last of June while hurricane Audrey brushed the entire coastline, damaging docks and marine installations and pushing up tides which washed out low highways and opened passes through the island barriers from Corpus Christi northward.

The July 4th holiday also affected production indirectly, since the Port Isabel—Brownsville area was staging its Shrimp Fiesta and Blessing of the Fleet ceremonies. Despite these conditions, shrimp landings climbed during the last week in June and the first three weeks in July to the highest 4-weeks' production of the year, with 5,651,000 pounds of heads-off shrimp being landed at the principal ports.

Available reports on production for the first seven months of the present year show 17,809,800 pounds of heads-off shrimp, which is well ahead of the 10,073,000 pounds produced during the same period last year.

Edible finfish production exceeded 225,000 pounds for the month of July. Speckled sea trout of large size were plentiful, with good demand and a price of 25 to 35¢ to fishermen.

Red drum are being taken in quantity along the central and southern areas. Apparently the shallow water fishes have made a comeback from the staggering loss suffered seven years ago when cold weather killed thousands of tons of them in shallow water bays in South Texas.

Red snapper production improved the last two weeks of the period.

### Port Isabel Fleet Blessing

The most Rev. M. S. Garriga, bishop of Corpus Christi, was honor guest and principal participant at the July 7 Blessing of the Fleet ceremony of the Port Isabel-Brownsville Shrimp Fiesta.

Other events of the three-day celebration included a boat parade, which featured trawlers and pleasure craft from the Gulf Coast area. Vesta Levy of Harlingen was crowned queen of the affair during a coronation ball.

### Areas Opened to Large Trawls

Bays and inland salt water lakes and passes closed to all but small bait trawls since July 15, will be opened to large trawls on September 1.

September 1 also opens a new fiscal year for the Texas Game and Fish Commission, so all boat, trawl and commercial fishing licenses for the 1957-58 year will become due on that date.

### Aransas Pass Shrimp-O-Ree

Dates and a general schedule of events for the annual Jaycee Shrimp-O-Ree at Aransas Pass were announced last month. Coronation of King Shrimp-O-Ree and selection of his consort on August 30 will kick off three days of fun and frolic.

Other events will include a street parade, fish fry and shrimp boil, beauty contests and Blessing of the Fleet ceremony.

### Passes Opened Temporarily by Hurricane

According to Howard D. Dodgen, executive secretary of the State Game and Fish Commission, hurricane Audrey inflicted little damage to Gulf Coast fishing resources. For a while it looked as if nature had done a wonderful job of opening some of the passes, but these have since refilled with sand. They did permit the flow of water from the Gulf into some of the bays, and this was beneficial.

Howard Lee, director of the marine laboratory at Rockport, reported that Cedar Bayou, North Pass, Packer Pass and Corpus Christi Pass were opened temporarily.

## Alabama Waters Reopened For Night Shrimping

Night shrimping in Mobile Bay waters was reopened July 17, following a closing of day and night shrimping on the 10th. The appearance of small white and brown shrimp running over the legal 50 per pound caused the shutdown. A subsequent check by biologists revealed a migratory influx of a legal size brown shrimp in Mobile Bay waters.

Other areas closed, with the exception of Mobile Bay waters, will remain closed until about the middle of this month. Included are all inland waters for the Alabama-Mississippi shoreline to the Alabama-Florida shoreline. The closed season does not concern bait shrimpers.

Shrimpers in the area were praised for cooperating with the Conservation Department to protect the shrimp during closed seasons. Waters will be patrolled at all hours by enforcement officers and biologists, and any trawlers caught with illegal shrimp will be subject to arrest.

### Crew Rescued as Fishing Boat Sinks

Capt. George Holst and seven crewmen were rescued when their 76-ft. fishing boat *William Hayes* sank in the Gulf of Mexico on July 16. Capt. Holst was high in his praise of the *Gulf Pioneer* fishing boat crew which happened to be nearby at the time, and rescued the crew of the sinking boat.

Owner of the ill-fated vessel was Warren Fish Co. of Pensacola, Fla. The *William Hayes* reportedly went down five miles from the spot where her sister ship, the *Keturah*, sank during hurricane Audrey after it rammed an oil drilling barge.

### Fish Jubilee at Daphne

At Daphne, thousands of flounders and huge quantities of crabs and shrimp were scooped up recently in the first fairly big fish "jubilee" of the year. Crabs and shrimp swam in to the beach along a two-mile stretch of the Eastern side of the bay across from Mobile. Most of the larger flounders remained several feet from shore, apparently because of slightly choppy waters.

### Making Good Catches

Despite the usual Summertime slump, the Star Fish & Oyster Co. of Mobile reports a wonderful year so far. Their boats have been averaging 15,000 to 20,000 lbs. per catch during the Summer months. During Hurricane Audrey their boats managed to escape any serious trouble.

Shrimp freezer boat "Sabine No. 1", owned by Virgil J. Scogin of Port Arthur, Texas. Of steel construction, the vessel recently was repowered with a new 275 hp. General Motors Diesel at the Bishop Marine Ways, Aransas Pass, Texas.



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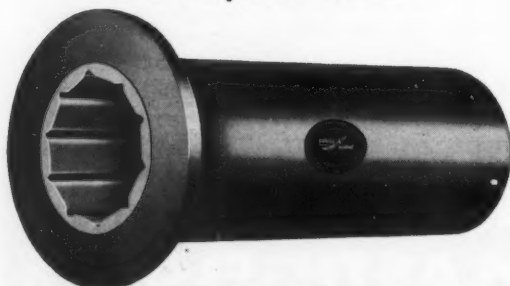
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## Virginia Soft Crabs Plentiful In Eastern Shore Area

Soft shell crabs have been more or less abundant in the Eastern Shore area, where most of the soft crabs in the State are caught. This area averaged through late June and all of July from 100 to 200 dozen over 24-hour periods. Soft crabs are being caught in less amounts in the lower Northern Neck area. The Hampton Roads district does not report any.

The catch of hard crabs, which sometimes centers in some favored area as it did in the Middle Peninsula last year when other districts suffered, is generally distributed in all areas this season, according to Capt. Chase Morgan, skipper and owner of the *Mary E.*, crab runner that operates from New Point to Cape Charles. However, the supply fluctuates greatly, and one day in early June the *Mary E.* carried 80 barrels, and the following day only 30 barrels.

Walter Burroughs, one of the most successful crab-pot operators, caught 10 barrels on July 18 but only 8 barrels the day before and six day before that. He reports that the season began with more crabbers than usual, but many have dropped out, some joining trawler crews and some manning their own boats for croaker fishing.

Hampton Roads, the biggest fishing area in Virginia, reported daily production of from 12,000 to 15,000 pounds of crabmeat over a 24-hour period. The Lower Northern Neck produced in July from 1200 to 1800 pounds of crab meat daily; the Eastern Shore area had less than half that amount.

From 50 to 150 bushels of hard-shell clams were produced daily through July in the Hampton Roads area, and in that area from 100 to 300 gallons of oysters were shucked.

### Having Good Croaker Season

Capt. Rufus Hudgins of New Point, who with his brother Enoch Hudgins operates four pound nets, declares that 1957 has been the most successful croaker season they have had for years. The largest one-day catch to date for the Hudgins brothers was 168 boxes, with the price at \$9 per box. The price climbed to \$12 on July 19, but since that time the croakers have not been as plentiful.

All of the fishermen are most hopeful, as they believe that the peak of the croaker catch will come this month. Capt. Lem Hutson and Son, who also operate four pounds, report they caught 10 boxes of croakers on July 18 and that the largest haul they had this season was 79 boxes.

In the Hampton Roads area, the daily pound and gill net catch of finfish has run from around slightly more than 25,000 pounds up to 100,000 pounds. There are more croakers caught than any other fish.

### Foresees Improved Crabbing

W. A. Van Engel, biologist at the Virginia Fisheries Laboratory, has issued the happy prediction that crabbing will improve this year and that the Fall and Winter dredge catch of hard crabs should be quite satisfactory. The soft crab catch, Mr. Van Engel believes, should be especially good this Summer.

Mr. Van Engel bases his predictions on observations of the pot fishery, the Winter dredge fishery, the soft crab scrape fishery at Tangier Island and the catch of small crabs by an experimental trawl.

### Predict Above-Normal Oyster Deaths

The weather has been unusually hot and dry in Virginia during July, and the biologists at the Virginia Fisheries Laboratory at Gloucester Point say that because of the heat, planters may experience above-normal oyster deaths this Summer.

Dr. Jay D. Andrews, and his Summer associate, Dr. Willis G. Hewatt of Texas Christian University, have found that the death rate of oysters rises sharply in Summer

when the warm period is unusually long, and especially when it follows a mild Winter.

However, six years' study of oyster mortality by Mr. Andrews and his associates has shown that in fresher waters, such as the James River seed areas, the upper Rappahannock, and most of the Maryland waters of the Bay, oyster deaths are not usually hastened significantly by warm weather. This is explained by the absence of the fungus *Dermocystidium*, which attacks oysters in salty waters.

### Gain in Hampton Roads Area Landings

The fish catch in the Hampton Roads area during the month of July totalled 1,608,500 lbs., and was larger than the catch of the previous month, as well as that of July 1956. The landings showed a gain of 163,200 lbs. as compared to June, and were 267,800 lbs. larger than July 1956. All except 77,100 lbs. of the July 1957 catch was taken by pound nets.

## North Carolina Seafood Yield For Six Months Shows Gain

During the first six months of 1957 the catch of finfish and shellfish in North Carolina waters was better than for corresponding period last year. Increases were noted in oysters, shrimp, soft crabs, hard crabs and food or finfish. There was a drop in the catch of menhaden.

Considerable work has been done to rehabilitate the State's oyster industry, 291,044 five-peck tubs of seed oysters having been planted on bottoms specially selected by Dr. A. F. Chestnut, director of the Institute of Fisheries Research, during the first half of this year. Also planted in selected areas were 124,100 tubs of shells to which young oysters could cling and grow to commercial size.

### Discuss Dumping of Shrimp Heads into Sounds

The Commercial Fisheries Committee of the State Conservation and Development Board met last month to take under consideration a resolution of the North Carolina Fisheries Assoc. to prohibit the dumping of shrimp heads into waters of the State's various sounds, where there is not sufficient tidal water to clean them away. It has been found that there are already two laws on the books which forbid the dumping of fish refuse into the waters.

At the meetings conducted last month at Morehead City, three new board members were sworn in. They include H. C. Kennett of Durham, Walker Martin of Raleigh and Voit Gilmore of Southern Pines.

Five other members were reappointed and sworn in—Miles J. Smith of Salisbury, W. J. Damtoft of Canton, Scroop W. Enloe, Jr. of Spruce Pines, Charles H. Jenkins of Ahoskie and W. Eugene Simmons of Tarboro.

### Hurricane Survivors Return

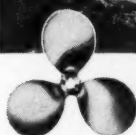
Some 65 to 75 North Carolina menhaden fishermen and their families were back in Beaufort last month after having survived the hurricane in Louisiana. The fishermen had gone to the Gulf of Mexico in search of menhaden, and most of them were operating out of Cameron, which was the town hardest hit by the storm.

As a result of the hurricane, it is believed the overall catch of menhaden will be considerably smaller this year. During the first six months of last year, 61 million were caught, whereas this year in the same period only 39 million were caught.

### Appointed to Atlantic States Commission

Walton Griggs, Currituck County Representative, has been appointed to serve on the Atlantic States Marine Fisheries Commission. His appointment was made in June and runs until June 20, 1960.

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### NORWAY WILL AID FISHERMEN

by means of a special fish production premium which is to be paid for all fish caught between May 1 and September 30. Amount of premium has not been established, but it is estimated that it will be about 1/3 U. S. cent a pound, subject to negotiations between fishermen and Board of the Price Fund for fish. Money is to be taken from this fund, which is about exhausted. Representatives for fishermen have argued that Government used tax money to help farmers to overcome effects of 1955 drought and that it should do the same for fishermen who have had poor catches.

### SALMON MOTHERSHIP FLEETS

operating in Aleutians have been having an unexpectedly favorable catch, according to Japanese Fisheries Agency. It was anticipated that Japan should be able to reach 120,000 metric ton quota (agreed to between Japan and USSR on catch to be made in Aleutians and Northwest Pacific Area) before season officially closed on August 10. Japan has had 14 motherships and 405 catcher boats operating in Aleutian area and two fleets consisting of two motherships with 56 catcher boats operating in Okhotsk Sea.

### NORWEGIAN FILLET EXPORTERS

are currently unable to fulfill their export contract obligations to Soviet Russia and Czechoslovakia. This is because frozen fish fillet stocks in Norwegian cold storage warehouses have dwindled due to poor Winter cod season.

**PORTUGUESE SARDINE** fishing vessel owners, in their report for 1956, recommend that present restrictions on expansion of sardine fishing fleet be maintained; that old boats be withdrawn; and that a fund be formed to compensate owners who withdraw dangerously small and uneconomic boats. They also recommend that those who wish to replace or modernize their boats should be encouraged to do so.

**ALBACORE TUNA SEASON** has got into full swing and steady landings of 200 to 400 metric tons a day were being made at Shimizu, Japan, early in June. This year the fish are larger than usual—25 to 32 pounds. Cannermen and freezers are buying actively, but price has dropped to half that of last year and is averaging around \$168 a ton ex-vessel.

### NORWEGIAN FISHING VESSEL

M/V *Senior* of Bergen is the first boat in that country to be equipped with a freezing system to freeze fish blocks. The quick-freezing unit is expected to freeze about 3 metric tons daily of fish that otherwise would be culled out at sea.

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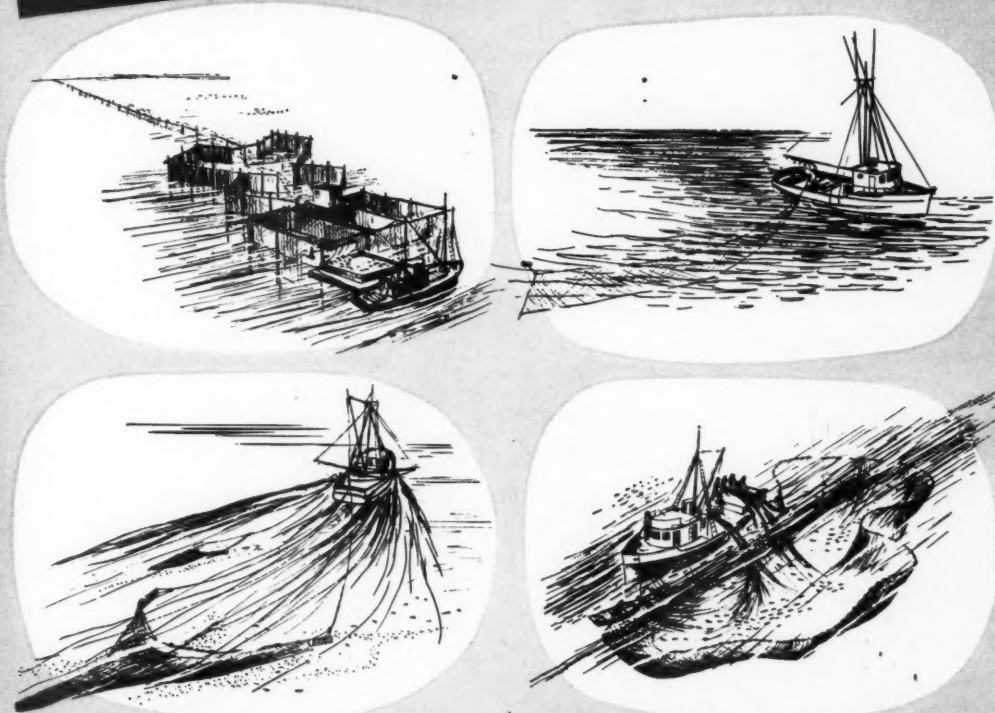
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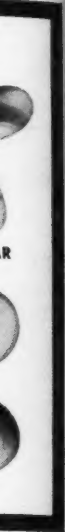
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